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Creation date : 19-04-2024

[Revision of the trans-European transport network guidelines](#)

Publication type Briefing

Date 29-02-2024

Author KISS Monika

Policy area Regional Development | Transport

Keyword common transport policy | European construction | EUROPEAN UNION | European Union law | organisation of transport | project of common interest | proposal (EU) | sustainable mobility | trans-European network | TRANSPORT | transport infrastructure | transport network | transport planning | transport policy

Summary To support its economy, provide mobility for people and goods and ensure the connectivity of all regions, while also limiting negative impacts on climate and environment, the EU has been building a multimodal transport network across its territory: the trans-European transport network (TEN-T). TEN-T construction is supported by EU funding, an example of which is the dedicated Connecting Europe Facility programme. In December 2021, after evaluating progress in TEN-T implementation, the European Commission put forward a proposal on the revised TEN-T guidelines to ensure sustainable connectivity through a reliable and high-quality infrastructure network aligned with the objectives of the European Green Deal. In May 2022, the Commission published an amended version of this proposal, extending transport corridors to Ukraine and Moldova and withdrawing plans that included Russia and Belarus. The European Parliament's Committee on Transport and Tourism adopted its report on the proposal on 13 April 2023; the Council adopted its general approach on 5 December 2022. The EP position was endorsed in plenary on 19 April, and trilogue negotiations are now ongoing. Fourth edition. The first edition, published in March 2022, was drafted by Marketa Pape. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

[Research for REGI committee - Regional connectivity through an adequate transport infrastructure](#)

Publication type At a Glance

Date 12-02-2024

External author Eduardo MEDEIROS

Policy area Agriculture and Rural Development | Ex-ante Impact Assessment | Industry | Regional Development | Social Policy | Transport

Keyword Cohesion Fund | ECONOMICS | EU finance | EU policy | EU regional policy | European construction | EUROPEAN UNION | land transport | rail network | regional development | regions and regional policy | road network | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary This At a glance note summarises the study focusing on regional connectivity through an adequate transport infrastructure. The study provides an overview of the aspects of regional connectivity through adequate cohesion policy investments in rail and road transport infrastructures, mostly in the programming period 2014-2020. In detail, this analysis covers all types of transport-related investments (for goods and people) financed from the European Regional Development Fund and the Cohesion Fund. Moreover, the study provides concrete policy recommendations relevant to EU decision-makers on how to improve future EU Cohesion Policy investment in the domain of regional connectivity.

At a Glance [EN](#)

[Deployment of alternative fuels infrastructure: Fit for 55 package](#)

Publication type Briefing

Date 07-12-2023

Author SOONE Jaan

Policy area Transport

Keyword carbon neutrality | electric vehicle | ENERGY | energy policy | energy resources | ENVIRONMENT | environmental policy | European construction | EUROPEAN UNION | European Union law | fuel | motor fuel | natural environment | oil industry | organisation of transport | proposal (EU) | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary On 14 July 2021, the European Commission presented the 'fit for 55' package of proposals to help reduce net greenhouse gas emissions by at least 55 % by 2030, compared with 1990 levels. The package included a proposal to revise the 2014 Directive on Alternative Fuels Infrastructure and turn it into a regulation. In the draft regulation, the Commission proposed binding targets for electric vehicle charging points and hydrogen refuelling points, electric charging for stationary aircraft at airports and on-shore power supply for ships at ports. Interinstitutional negotiations started in November 2022 and a provisional agreement was reached on 28 March 2023. Parliament adopted the new rules in plenary on 11 July. The Council adopted them on 25 July. The final act was signed on 13 September and published in the Official Journal of the EU on 22 September 2023. Fifth edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

[EU energy infrastructure: Boosting energy security](#)

Publication type Briefing

Date 04-10-2023

Author WIDUTO Agnieszka

Policy area Energy

Keyword ENERGY | energy crisis | energy grid | energy market | energy policy | energy transition | European construction | EUROPEAN UNION | project of common interest | trans-European network

Summary In the aftermath of Russia's invasion of Ukraine and the ensuing energy crisis, the EU has undertaken a number of steps to develop its energy infrastructure. These included diversifying import routes, developing energy networks and improving cross-border interconnections. The EU legislative framework on energy infrastructure is based on the Regulation on trans-European networks for energy (TEN E). It sets out guidelines for EU cross-border infrastructure, including projects of common interest (PCIs) to improve energy interconnections between countries. Every two years, the European Commission publishes a delegated act with an updated PCI list, then submits this to the European Parliament and Council for approval. The next list is expected in November 2023. Energy system integration and interconnections help improve energy security and energy systems' resilience. At EU level, interconnection targets currently only exist for electricity (a general target of 15 % electricity interconnectivity by 2030 and a target of 70 % reserved for cross-zonal capacity by 2025). The EU provides funding for various types of cross-border energy interconnections, for instance from the Connecting Europe Facility and the Recovery and Resilience Facility. The EU energy infrastructure is undergoing a transformation in line with the green transition set out in the European Green Deal, and the energy security priorities outlined in the REPowerEU plan. The ten-year network development plans for gas and electricity, prepared by transmission system operators, propose scenarios for infrastructure development and include a list of relevant projects that can then become PCIs. The main challenges identified in the plans are adjustments to the growing share of renewables and increased demand for electrification, the phasing out of fossil fuels, and a new role for biomethane and green hydrogen. Creating an interconnected and resilient EU energy network is an important step to help boost energy security.

[Briefing](#) [EN](#)

[Alternative fuels infrastructure](#)

Publication type At a Glance

Date 05-07-2023

Author SOONE Jaan

Policy area Transport

Keyword chemistry | deterioration of the environment | electric vehicle | ENERGY | energy policy | ENVIRONMENT | environmental policy | EU environmental policy | European construction | EUROPEAN UNION | European Union law | hydrogen | INDUSTRY | motor vehicle pollution | organisation of transport | proposal (EU) | reduction of gas emissions | substitute fuel | sustainable mobility | trans-European network | TRANSPORT | transport infrastructure | transport network | transport policy

Summary In July 2021, the European Commission presented the 'fit for 55' package – a set of proposals to make the EU's climate, energy, land-use, transport and taxation policies fit to reduce net greenhouse gas (GHG) emissions by at least 55 % by 2030. The package includes a proposal to revise rules on deployment of alternative fuels infrastructure. Following a provisional agreement between negotiators of the European Parliament and the Council, Parliament is due to vote on the agreed text during its July plenary session.

[At a Glance](#) [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

[Tracking the EU Commissioners' commitments - Von der Leyen Commission, 2019 - 2024: Adina-Ioana Vălean](#)

Publication type Briefing

Date 20-09-2022

Keyword common transport policy | ENERGY | energy policy | ENVIRONMENT | environmental policy | environmental tax | EU Emissions Trading Scheme | EU institutions and European civil service | European Commissioner | European construction | EUROPEAN UNION | intelligent transport system | organisation of transport | passenger rights | substitute fuel | sustainable mobility | trans-European network | TRANSPORT | transport policy | transport safety

Summary This briefing follows up on the commitments made by the commissioner in 2019.

[Briefing](#) [EN](#)

Revision of the TEN-E Regulation: EU guidelines for new energy infrastructure

Publication type Briefing

Date 08-09-2022

Author WILSON Alex Benjamin

Policy area Adoption of Legislation by EP and Council | Energy

Keyword amendment of a law | carbon neutrality | construction and town planning | cooperation policy | electricity supply | ENERGY | energy cooperation | energy grid | energy policy | ENVIRONMENT | environmental policy | European construction | EUROPEAN UNION | European Union law | gas supply | INTERNATIONAL RELATIONS | parliamentary proceedings | POLITICS | project of common interest | regulation (EU) | renewable energy | SOCIAL QUESTIONS | soft energy | trans-European network

Summary On 15 December 2020, the European Commission adopted a proposal to revise the 2013 regulation on trans-European networks in energy (TEN-E). The 2013 TEN-E Regulation sets out EU guidelines for cross-border energy infrastructure, and outlines the process for selecting projects of common interest (PCI). PCIs are infrastructure projects considered essential for delivering on EU objectives in the energy field, including improved interconnection between national markets, greater competitiveness, security of supply, and promotion of renewable energy sources. The list of PCIs is updated every two years. Certain PCI projects are eligible for EU financing from the Connecting Europe Facility (CEF). The revised TEN-E Regulation would align closely with the climate neutrality objectives of the European Green Deal: supporting energy infrastructure that consolidates new and existing clean energy technologies, and ending policy and financial support for fossil fuel projects. The latter would no longer be included on PCI lists and would therefore be unable to receive CEF funding. In December 2021, Parliament and the Council reached provisional agreement on a text for the revised TEN-E Regulation. The agreed text was formally endorsed by both institutions, and published in the Official Journal of the EU on 3 June 2022. Third edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

Research for TRAN Committee: The future of transport in the context of the Recovery Plan

Publication type Study

Date 07-07-2022

External author Daina BELICKA, Dace KRUPENKO, Ivo HINDRIKS, Maria RODRIGUES, Georges FUCHS

Policy area Transport

Keyword common transport policy | economic conditions | economic recovery | ECONOMICS | ENERGY | energy efficiency | energy policy | European construction | EUROPEAN UNION | FINANCE | financing and investment | intelligent transport system | investment | organisation of transport | public transport | sustainable mobility | trans-European network | TRANSPORT | transport infrastructure | transport network | transport policy

Summary This Report provides the European Parliament's Committee on Transport and Tourism (TRAN) with an overview of the EU's 29 transport sector priorities and the National Recovery and Resilience Plan's (NRRP) funding to achieve those priorities. NRRP transport sector measures also contribute to the further development of nine TEN-T Core Network Corridors and the achievement of TEN-T goals

Study [EN](#)

Executive summary [DE](#), [EN](#), [ES](#), [FR](#), [IT](#)

Revision of the Eurovignette Directive

Publication type Briefing

Date 10-05-2022

Author PAPE Marketa

Policy area Taxation | Transport

Keyword axle tax | commercial vehicle | economic analysis | economic geography | ECONOMICS | EU Member State | European construction | EUROPEAN UNION | European Union law | FINANCE | GEOGRAPHY | impact study | land transport | motor vehicle | ordinary legislative procedure | organisation of transport | proposal (EU) | taxation | toll | trans-European network | TRANSPORT | transport infrastructure | transport policy | vehicle tax

Summary The European Parliament and the Council as co-legislators have adopted changes to Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructure (known as the Eurovignette Directive). Vignettes for heavy goods vehicles will have to be phased out across the core trans-European transport network from 2030 and replaced by distance-based charges (tolls). With a number of other changes, this should help make road pricing fairer and more efficient. The European Commission put forward a legislative proposal to amend the directive in May 2017, as part of its first 'mobility package' seeking to modernise mobility and transport. The aim of the proposal was to move away from a time-based model of charging (vignettes) to a distance-based one – that better reflects the polluter-pays and user-pays principles – and to include other vehicles. In Parliament, the Committee on Transport and Tourism (TRAN) took the lead. Parliament adopted its first-reading position in October 2018, without agreement with the Council. After the 2019 European elections, Giuseppe Ferrandino (S&D, Italy) took over as rapporteur. The Council adopted its position in December 2020. Interinstitutional negotiations in the first half of 2021 paved the way for an agreement, subsequently approved formally by both the Council and the Parliament. Sixth edition of a briefing originally drafted by Ariane Debyser and updated by Damiano Scordamaglia. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

[Revision of the Trans-European Transport Network \(TEN-T\) Regulation](#)

Publication type Briefing

Date 04-05-2022

Author FRIZBERG DIETER

Policy area Ex-ante Impact Assessment

Keyword carbon neutrality | common transport policy | economic analysis | ECONOMICS | ENERGY | energy policy | ENVIRONMENT | environmental policy | European construction | EUROPEAN UNION | European Union law | impact study | organisation of transport | project of common interest | proposal (EU) | substitute fuel | sustainable mobility | trans-European network | TRANSPORT | transport infrastructure | transport network | transport planning | transport policy | transport safety

Summary The IA provides a comprehensive problem analysis, based on the evaluation of the current TEN-T Regulation, a public consultation, and targeted consultations with stakeholders and Member States. It is transparent about the methods and uncertainties (e.g. long-term funding) and limitations. The objectives and the policy options have a clear link to the problem definition. The IA comprehensively analyses the economic, social and environmental impacts of the policy options. However, territorial impacts linked to the shift to more sustainable modes of transport could have been explained in more depth. Costs and benefits are assessed and quantified. It could have been explained in more detail how funding will be mobilised. All in all, the IA provides useful information for policy-makers and future policy choices.

[Briefing](#) [EN](#)

[European ports becoming 'fit for 55'](#)

Publication type At a Glance

Date 27-04-2022

Author SMIT-JACOBS KARIN

Policy area Transport

Keyword deterioration of the environment | ENERGY | ENVIRONMENT | environmental policy | EU Emissions Trading Scheme | European construction | EUROPEAN UNION | FINANCE | financing and investment | greenhouse gas | harbour installation | investment | marine fuel | maritime and inland waterway transport | maritime transport | oil industry | reduction of gas emissions | sustainable mobility | tradeable emission permit | trans-European network | TRANSPORT | transport policy

Summary With its Climate Law, the EU has set itself the target of reducing its greenhouse gas (GHG) emissions by at least 55 % by 2030, and aims for climate neutrality by 2050. Of the maritime sector's CO2 emissions, between 6 and 7 % are generated at berth in ports in the European Economic Area. This calls for a strong focus on the greening of shipping, making port services sustainable and infrastructure for alternative fuels available. In parallel, key maritime and inland ports on the trans-European transport network (TEN-T) need to adapt to the role of strategic multimodal nodes and clean energy hubs.

[At a Glance](#) [EN](#)

[Plenary round-up - April 2022](#)

Publication type At a Glance

Date 08-04-2022

Author FERGUSON CLARE | SOCHACKA KATARZYNA

Policy area EU Democracy, Institutional and Parliamentary Law

Keyword carriage of goods | EDUCATION AND COMMUNICATIONS | ENERGY | energy grid | energy policy | ENVIRONMENT | environmental policy | EU budget | EU Emissions Trading Scheme | EU finance | EU institutions and European civil service | European construction | European Parliament | EUROPEAN UNION | exchange of information | information and information processing | organisation of transport | parliamentary proceedings | parliamentary session | POLITICS | public data | trans-European network | TRANSPORT | vehicle rental

Summary The war in Ukraine led the agenda of the April 2022 plenary session in Strasbourg. Members held two important debates: on EU protection for children and young people fleeing the war, and on the conclusions of the European Council meeting of 24-25 March 2022, which covered the latest developments and EU sanctions against Russia and their implementation. Parliament also debated a number of Council and Commission statements on: the outcome of the EU-China summit of 1 April 2022, the ongoing hearings under Article 7(1) TEU regarding respect for EU values in Poland and Hungary, violations of the right to seek asylum and non-refoulement in the EU Member States, the Sixth Assessment Report of the United Nations Intergovernmental Panel on Climate Change (IPCC), the urgent need to adopt the minimum tax directive, the situation of marginalised Roma communities in the EU, and mental health. In an adjustment to the structure of the plenary agenda, question time with the Commission has been reintroduced. Members questioned President Ursula von der Leyen on progress on the Commission's political priorities over the past two years. Members then questioned Josep Borrell, High Representative of the Union for Foreign Affairs and Security Policy/Vice-President of the Commission (HR/VP), on the EU's security and Strategic Compass. Another debate with the HR/VP focused on the situation in Afghanistan, in particular the women's rights situation. Several debates and votes on legislative files also took place, including on the Schengen evaluation mechanism.

[At a Glance](#) [EN](#)

[Trans-European energy infrastructure](#)

Publication type At a Glance

Date 30-03-2022

Author WILSON Alex Benjamin

Policy area Energy

Keyword construction and town planning | electrical and nuclear industries | electrical energy | electricity supply | ENERGY | energy grid | energy policy | European construction | EUROPEAN UNION | gas pipeline | natural gas | oil industry | organisation of transport | petroleum | project of common interest | SOCIAL QUESTIONS | trans-European network | TRANSPORT

Summary During the April 2022 plenary session, Parliament will be voting on the text of a revised TEN-E Regulation, agreed in trilogue negotiations in late 2021. The TEN-E Regulation outlines rules for projects of common interest (PCIs) in energy infrastructure. PCIs are priority projects that either greatly benefit the single market or improve security of supply in the EU; some are eligible for EU funding. The revised TEN-E Regulation would require PCIs to meet stronger environmental sustainability criteria, and would exclude gas and oil infrastructure from future PCI lists.

At a Glance [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

[Inland waterway transport in the EU](#)

Publication type Briefing

Date 08-02-2022

Author SMIT-JACOBS KARIN

Policy area Transport

Keyword carriage of goods | common transport policy | distribution of EU funding | ENERGY | energy policy | ENVIRONMENT | environmental policy | EU finance | European construction | EUROPEAN UNION | inland waterway transport | maritime and inland waterway transport | organisation of transport | reduction of gas emissions | substitute fuel | sustainable mobility | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary Inland waterway transport (IWT) is one of the most CO₂-efficient transport modes per tonne of goods carried, using only 17 % of the energy needed by often-congested road transport and 50 % of rail transport. The sector already plays an important economic role in transporting both goods and passengers in Europe. However, it has an untapped potential for increasing its capacity, which warrants the renewed attention it has recently attracted, in the light of sustainable development. Despite support from the side of the European Union and at national levels, the modal share of inland navigation in the overall EU transport sector has long remained more or less stable at 6 %. During the Covid 19 crisis, the sector lost a little of its share to the benefit of road transport. To reduce CO₂ emissions from EU transport, the European Commission is seeking to increase the shift of freight transport to rail and inland shipping. Both recent Commission strategies – the European Green Deal and the Sustainable and Smart Mobility Strategy – reflect this intention, and outline the steps needed to achieve an increased use of IWT, as well as of short sea shipping. To play its role to the full, the sector has to overcome important challenges and become digital, greener and resilient. Next to new or adapted rules, this will require substantial and additional investment into modern infrastructure, digital technologies and greener vessels, as well as a qualified workforce to ensure the sector's future development. This briefing provides an insight into recent EU policy developments related to inland navigation and includes the views of the European Parliament and the main sectoral stakeholders. In addition, it looks at existing financial support from the EU, the new NAIADES III support programme, and offers a short outlook for future reform of and changes to the EU's IWT network.

Briefing [EN](#)

[Research for TRAN Committee - Alternative fuels infrastructure for heavy-duty vehicles - final study](#)

Publication type At a Glance

Date 24-11-2021

Author DEBYSER Ariane | LECARTE Jacques | PERNICE Davide

Policy area Environment | Transport

Keyword chemistry | deterioration of the environment | electric vehicle | ENVIRONMENT | environmental policy | European construction | EUROPEAN UNION | greenhouse gas | hydrogen | INDUSTRY | land transport | large vehicle | motor vehicle pollution | organisation of transport | reduction of gas emissions | road transport | sustainable mobility | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary This At a glance note summarises the study on Alternative fuels infrastructure for heavy-duty vehicles.

At a Glance [EN](#)

[Research for TRAN Committee - Alternative fuel infrastructures for heavy-duty vehicles](#)

Publication type Study

Date 10-11-2021

External author CE Delft: Anouk VAN GRINSVEN, Matthijs OTTEN, Emiel VAN DEN TOORN, Reinier VAN DER VEEN, Julius KIRÁLY, Roy VAN DEN BERG

Policy area Transport

Keyword carriage of goods | commercial vehicle | ENERGY | energy policy | energy resources | ENVIRONMENT | EU strategy | European construction | EUROPEAN UNION | fossil fuel | land transport | large vehicle | natural environment | organisation of transport | substitute fuel | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary This study presents the opportunities and challenges for the use and deployment of alternative fuels infrastructure in the EU for heavy-duty vehicles, in particular trucks. The current state of play and future needs are presented in the context of the ambitions of the Green Deal, the proposal for an Alternative Fuels Infrastructure Regulation published mid-July 2021 and the upcoming review of the TEN-T Regulation.

Study [EN](#)

Executive summary [DE](#), [EN](#), [ES](#), [FR](#), [IT](#)

[Research for TRAN Committee - Alternative fuels infrastructure for heavy-duty vehicles](#)

Publication type At a Glance

Date 28-09-2021

Author DEBYSER Ariane | LECARTE Jacques | PERNICE Davide

External author External authors of the study: CE Delft: Anouk VAN GRINSVEN, Matthijs OTTEN, Emiel VAN DEN TOORN, Reinier VAN DER VEEN, Julius KIRÁLY, Roy VAN DEN BERG

Policy area Environment | Transport

Keyword biofuel | deterioration of the environment | electric vehicle | ENERGY | energy policy | ENVIRONMENT | environmental policy | European construction | EUROPEAN UNION | FINANCE | financing and investment | greenhouse gas | investment | large vehicle | natural gas | oil industry | organisation of transport | reduction of gas emissions | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary This briefing presents the opportunities and challenges for use and deployment of alternative fuels infrastructure in the EU for heavy-duty vehicles, in particular for trucks. Details on the current state of play and future needs are presented in the context of the ambitions of the Green Deal and current legislative developments, in particular the upcoming reviews of the Alternative Fuels Directive and TEN-T regulation.

At a Glance [EN](#)

[Measures to advance the realisation of the trans-European transport network: Integrated and faster project procedures](#)

Publication type Briefing

Date 02-07-2021

Author PAPE Marketa

Policy area Transport

Keyword administrative procedure | dissemination of EU information | documentation | economic geography | EDUCATION AND COMMUNICATIONS | EU institutions and European civil service | EU Member State | European construction | EUROPEAN UNION | European Union law | executive power and public service | GEOGRAPHY | organisation of transport | POLITICS | project of common interest | proposal (EU) | summarising | trans-European network | TRANSPORT | transport network

Summary With the trans-European transport network (TEN-T) policy, the European Union seeks to develop a modern, efficient and climate-friendly network covering all transport modes. Despite the TEN-T's importance for the economy and society, and despite the binding timelines and targeted financial support, it risks not being completed as planned. This is partly due to complex administrative procedures linked to permit-granting for cross-border projects as well as broader regulatory uncertainty, often resulting in delays and increased cost. To speed up the network's completion, the Commission has proposed regulatory measures to integrate and shorten permit-granting for projects, and facilitate public consultations and the involvement of private investors. On 8 June 2020, the Parliament and the Council agreed on a 'smart TEN-T directive', with this legal form giving Member States more flexibility. The text could not however be adopted before the finalisation of the new Connecting Europe Facility programme, as the annexes of both texts are interlinked. The Council adopted its first-reading position on the 'smart TEN-T directive' on 14 June 2021 and the Parliament is due to vote on it during the July plenary session. Third edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

[Connecting Europe Facility 2021-2027: Financing key EU infrastructure networks](#)

Publication type Briefing

Date 01-07-2021

Author PAPE Marketa

Policy area Energy | Regional Development | Transport

Keyword communications | economic analysis | economic policy | ECONOMICS | EDUCATION AND COMMUNICATIONS | ENERGY | energy grid | energy policy | EU finance | EU financial instrument | EU programme | European construction | EUROPEAN UNION | European Union law | FINANCE | financing and investment | impact study | investment | organisation of transport | project of common interest | proposal (EU) | structural policy | sustainable development | trans-European network | transmission network | TRANSPORT | transport network

Summary The EU supports the development of high-performing, sustainable and interconnected trans-European networks in the areas of transport, energy and digital infrastructure. It set up the Connecting Europe Facility (CEF) as a dedicated financing instrument for the 2014-2020 period, to channel EU funding into the development of infrastructure networks, help eliminate market failures and attract further investment from the public and private sectors. Following a mid-term evaluation, the European Commission proposed to renew the programme under the long term EU budget for the 2021-2027 period. In the 2014-2019 term, the Council and the European Parliament provisionally agreed on the content, leaving aside the budget and the questions relating to third countries. Negotiations resumed in the present term, reflecting the Commission's revised MFF proposal of May 2020 and the European Council conclusions of July 2020. Final details were agreed on 11 March 2021. The agreement has already been confirmed by the responsible parliamentary committees TRAN and ITRE, and the Council subsequently adopted its first-reading position on 14 June 2021. The Parliament is expected to vote at second reading during the July plenary session. Once adopted, the new CEF regulation will apply retroactively from 1 January 2021. Fifth edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

[Connecting Europe Facility and 'smart TEN T'](#)

Publication type At a Glance

Date 01-07-2021

Author PAPE Marketa

Policy area Transport

Keyword communications | economic policy | ECONOMICS | EDUCATION AND COMMUNICATIONS | ENERGY | energy grid | energy policy | EU finance | EU financial instrument | EU programme | European construction | EUROPEAN UNION | European Union law | FINANCE | financing and investment | investment | organisation of transport | project of common interest | proposal (EU) | sustainable development | trans-European network | transmission network | TRANSPORT | transport network

Summary To ensure efficient, modern and sustainable connections, the EU is developing trans-European networks in the areas of transport, digital and energy. In June 2018, the European Commission proposed to renew the main EU programme financing infrastructure, the Connecting Europe Facility (CEF), to speed up investment in key network projects. In parallel, the Commission proposed a mechanism to facilitate the permit-granting processes in the area of transport ('smart TEN-T'). The European Parliament is expected to vote at second reading during the July plenary session on the agreed texts resulting from interinstitutional negotiations.

At a Glance [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

[Revision of the TEN-T Regulation](#)

Publication type Briefing

Date 30-06-2021

Author DINU Alina Ileana

Policy area Transport

Keyword climate change | common transport policy | deterioration of the environment | documentation | economic analysis | ECONOMICS | EDUCATION AND COMMUNICATIONS | ENVIRONMENT | environmental policy | European construction | EUROPEAN UNION | European Union law | green economy | impact study | proposal (EU) | reduction of gas emissions | regulation (EU) | report | sustainable mobility | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary Regulation (EU) 1315/2013 (the Trans-European Transport Network (TEN-T) Regulation), has shaped EU transport infrastructure policy by strengthening the network approach. It has furthermore established guidelines for national and EU investment in transport infrastructure, and introduced targeted funding under the Connecting Europe Facility and other relevant EU schemes. In the context of new technological and social challenges and new policy approaches, the TEN-T Regulation needs to better address present and future needs. To this end, the European Commission has started a revision process that should end with the adoption of a new legislative proposal, planned for the third quarter of 2021.

Briefing [EN](#)

[Trans-European energy infrastructure guidelines: Updating the current framework](#)

Publication type Briefing

Date 26-04-2021

Author VETTORAZZI STEFANO

Policy area Energy

Keyword BUSINESS AND COMPETITION | business classification | business organisation | carbon neutrality | competitiveness | cooperation policy | economic analysis | ECONOMICS | ENERGY | energy cooperation | energy grid | energy policy | ENVIRONMENT | environmental policy | European construction | EUROPEAN UNION | European Union law | impact study | INTERNATIONAL RELATIONS | project of common interest | regulation (EU) | security of supply | small and medium-sized enterprises | trade | TRADE | trans-European network

Summary This briefing provides an initial analysis of the strengths and weaknesses of the European Commission's impact assessment (IA) accompanying the above-mentioned proposal, adopted on 15 December 2020 and referred to Parliament's Committee on Industry, Research and Energy (ITRE). The proposal seeks to amend Regulation (EU) No 347/2013 on guidelines for trans-European energy infrastructure (TEN E) with a view to ensure that the existing framework is consistent with, and contributes to, the new 2030 EU climate target, set out in COM(2020) 562, commonly known as the 2030 EU climate target plan, with the ultimate objective of achieving an economy with net-zero greenhouse gas emissions (i.e. climate neutrality) by 2050, and in line with the Commission communication on the European Green Deal, COM(2019) 640.

Briefing [EN](#)

[Sustainable and smart mobility strategy – Delivered at local level](#)

Publication type Briefing

Date 20-04-2021

Author PAPE Marketa

Policy area Regional Development | Transport

Keyword air quality | carbon neutrality | climate change | deterioration of the environment | economic policy | ECONOMICS | ENVIRONMENT | environmental policy | EU finance | EU investment | European construction | EUROPEAN UNION | FINANCE | financing and investment | fund (EU) | greenhouse gas | organisation of transport | sustainable development | sustainable mobility | trans-European network | TRANSPORT | transport network | transport policy

Summary On 9 December 2020, the European Commission put forward a sustainable and smart mobility strategy, outlining its planned steps to transform the European Union (EU) transport system to meet the ambition of the European Green Deal and the objectives of the EU's digital strategy. The strategy aims to rebuild the European transport sector, badly hit by the coronavirus pandemic, making it greener, smarter and more resilient, while leaving no one behind. This is to be achieved by strengthening the existing rules, proposing new legislation and providing support measures and guidance. The Commission will start to make proposals for the planned measures in 2021. Once agreed by the EU legislators and adopted as new EU rules, these will have to be implemented. While national governments will be expected to align their existing national legislation with the new requirements, the task of putting the new rules into practice will often be managed by public administrations at regional and local level. Cities and regions will have to adapt their existing systems and invest to make transport more sustainable, but also to allow citizens to better combine the available mobility options, enabling them to reduce their daily travel needs while ensuring connectivity and service accessibility. This briefing looks at the policy and other support that the European Commission is providing for local and regional authorities to facilitate the mobility transition. Following established practice, they will be invited to contribute to the design of the individual measures outlined in the strategy. They should also have their say in setting their national priorities for receiving EU financing for the post-coronavirus recovery, as an opportunity to start transforming the transport system from the local level. This Briefing has been drafted following a request from a member of the European Committee of the Regions, in the framework of the Cooperation Agreement between the Parliament and the Committee.

Briefing [EN](#)

Multimedia [Sustainable and smart mobility in Europe](#)

[European critical infrastructure: Revision of Directive 2008/114/EC](#)

Publication type Briefing

Date 03-02-2021

Author ANGLMAYER Irmgard

Policy area Area of Freedom, Security and Justice | Evaluation of Law and Policy in Practice | Transposition and Implementation of Law

Keyword application of the law | BUSINESS AND COMPETITION | critical infrastructure security | EC Directive | ENERGY | energy distribution | energy grid | energy policy | European construction | European security | EUROPEAN UNION | European Union law | INTERNATIONAL RELATIONS | international security | LAW | management | organisation of transport | POLITICS | politics and public safety | risk management | satellite navigation | sources and branches of the law | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary Council Directive 2008/114/EC is part of the EU framework for critical infrastructure protection. While embracing an all-hazards approach, its scope is limited to the sectors energy and transport. This is widely considered a shortcoming. Calls for broadening its scope and for refocussing the directive on resilience rather than just protection, and interconnectivity of critical infrastructures resulted in a new legislative proposal the Commission presented in December 2020.

Briefing [EN](#)

[Research for TRAN Committee-Sustainable and smart urban transport](#)

Publication type [At a Glance](#)

Date 26-01-2021

Author DEBYSER Ariane | LECARTE Jacques | MELLAR Balazs | PERNICE Davide

External author Università degli Studi Roma Tre: Giacomo Lozzi, Edoardo Marcucci, Valerio Gatta
Panteia B.V: Maria Rodrigues, Tharsis Teoh, Carolina Ramos, Eline Jonkers

Policy area [Transport](#)

Keyword common transport policy | distribution of EU funding | enhanced cooperation | EU finance | European construction | EUROPEAN UNION | fund (EU) | health | organisation of transport | public health | SOCIAL QUESTIONS | sustainable mobility | trans-European network | TRANSPORT | transport infrastructure | transport network | transport policy | urban transport

Summary Recent trends and developments indicate a growing user-centric approach to mobility, prioritising individual needs and users' interests. Disruptive emerging technologies and shared mobility solutions bring new stakeholders to the urban ecosystem. COVID-19 has changed behaviours, with walking, cycling and private car use increasing. E-commerce demand has increased significantly, and contactless solutions are still preferred.

[At a Glance](#) [EN](#)

[2021: European Year of Rail](#)

Publication type [At a Glance](#)

Date 10-12-2020

Author SCORDAMAGLIA Damiano

Policy area [Transport](#)

Keyword air quality | deterioration of the environment | economic policy | ECONOMICS | ENVIRONMENT | environmental policy | EU aid | EU environmental policy | European construction | EUROPEAN UNION | land transport | organisation of transport | POLITICS | politics and public safety | public awareness campaign | rail transport | reduction of gas emissions | sustainable development | sustainable mobility | trans-European network | TRANSPORT | transport network | transport policy

Summary As it has done every year since 1983, the EU selects a specific topic on which to raise awareness and encourage public debate throughout the year. 2021 is to be the European Year of Rail. A wide range of events will be organised to highlight rail's challenges and opportunities and its contribution to a greener environment. During the December plenary session, Parliament is expected to vote on a legislative proposal on this topic, to promote rail as a sustainable, innovative and safe mode of transport.

[At a Glance](#) [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

[Important projects of common European interest: Boosting EU strategic value chains](#)

Publication type [Briefing](#)

Date 12-11-2020

Author SZCZEPANSKI Marcin

Policy area [Economics and Monetary Issues](#) | [Industry](#)

Keyword BUSINESS AND COMPETITION | business organisation | competitiveness | economic conditions | economic growth | economic policy | ECONOMICS | eligibility criteria | EU finance | European construction | EUROPEAN UNION | production | PRODUCTION, TECHNOLOGY AND RESEARCH | project of common interest | research and development | research and intellectual property | self-sufficiency rate | State aid | technological change | technology and technical regulations | trade | TRADE | trans-European network | value chain

Summary Article 107(3)(b) of the Treaty on the Functioning of the European Union provides for the possibility of approving state aid for 'important projects of common European interest' (IPCEIs). These provisions have been used very rarely until recently. A specific framework enabling the creation of IPCEIs, originally only in the areas of research, development and innovation, and environmental protection has been in place for 15 years, yet only four such projects have been notified to and assessed by the Commission so far. The first two – in the area of infrastructure – were partially annulled by the Court of Justice, and the Commission opened in-depth investigations to examine their compatibility with State aid. One of those concluded that the aid was legal, the other is ongoing. The next two were launched successfully in the areas of strategic value chains for microelectronics and batteries. After this rather modest start, there seems to be strong momentum to create more IPCEIs, including in the context of the debate on how to foster the emergence of 'European champions'. The marked political shift towards greater technological sovereignty and strategic autonomy within the EU has been given further impetus with the outbreak of the coronavirus pandemic, which disrupted global value chains and highlighted the case for a more self-sufficient EU model. IPCEIs may be useful tools for creating complex new value chains that have the potential to ensure the EU's long-term competitiveness and economic growth. A growing number of governments, experts and organisations have been calling for the simplification of current rules to make IPCEIs more frequently and widely used. The European Parliament would also like to see the requirements for the IPCEIs streamlined to allow smaller industrial research projects also to acquire IPCEI status. In its 2021 work programme, the European Commission announced the revision of the current IPCEI framework planned for the fourth quarter of the year.

[Briefing](#) [EN](#)

Multimedia [Important projects of common European interest: Boosting EU strategic value chains](#)

[Revision of the TEN-E Regulation](#)

Publication type Briefing

Date 27-10-2020

Author DINU Alina Ileana

Policy area Energy

Keyword amendment of a law | application of EU law | cooperation policy | ENERGY | energy cooperation | energy grid | energy policy | European construction | EUROPEAN UNION | European Union law | INTERNATIONAL RELATIONS | parliamentary proceedings | POLITICS | project of common interest | regulation (EU) | trans-European network

Summary The general objective of TEN-E policy is to link the energy infrastructure of EU countries. The current guidelines for the trans-European energy infrastructure were established by Regulation (EU) No 347/2013 (the TEN-E Regulation). The European Commission is currently carrying out a multi-step revision process of the regulation, with a view to making the EU energy infrastructure fully consistent with and a driver for the EU's 2050 climate neutrality ambition. In this respect, a new proposal is expected by the end of 2020.

Briefing [EN](#)

[Military mobility: Infrastructure for the defence of Europe](#)

Publication type Briefing

Date 25-02-2020

Author LATICI Tania

Policy area Foreign Affairs | Security and Defence | Transport

Keyword armed forces | common security and defence policy | cooperation policy | cross-border cooperation | defence | economic geography | EU Member State | European construction | EUROPEAN UNION | GEOGRAPHY | INTERNATIONAL ORGANISATIONS | INTERNATIONAL RELATIONS | NATO | trans-European network | TRANSPORT | transport infrastructure | transport policy | world organisations

Summary To 'unite and strengthen Europe' is one of the goals expressed by the newly elected President of the European Commission, Ursula von der Leyen. Her predecessor, Jean-Claude Juncker, believed that only 'a strong and united Europe can protect our citizens against threats internal and external.' European infrastructure that enables connectivity and ensures a rapid response in case of a crisis is a prerequisite for these visions. Since 2017, awareness has been increasing about the obstacles preventing armed forces from moving effectively and swiftly across borders in crisis conditions. The measures taken to correct this strategic vulnerability are known under the term military mobility. Existing regulatory, administrative, and infrastructure inconsistencies and impediments across the territory of the European Union (EU) significantly hamper military exercises and training. Military mobility aims to harmonise rules across EU Member States and to explore the potential of a civilian-military approach to infrastructure development. Through measures such as funding dual use transport infrastructure, and simplifying diplomatic clearances and customs rules, the European Commission aims to improve military mobility across as well as beyond the EU, in support of missions and operations under the Common Security and Defence Policy. The unique EU contribution is its ability to leverage existing policies in the civilian realm to create added value for the military. This goal can be achieved only if a whole-of-government approach is applied, which in turn requires close collaboration between different bodies at the EU level, between them and the North Atlantic Treaty Organization (NATO), and between them and various actors at the Member State level. So far, military mobility has enjoyed a high degree of commitment from all stakeholders, which has in turn ensured swift policy implementation. It is becoming increasingly clear that military mobility is an essential piece in the EU's ambition to become a stronger global actor.

Briefing [EN](#)

Multimedia [Military mobility](#)

[Road infrastructure safety management](#)

Publication type Briefing

Date 13-01-2020

Author DEBYSER Ariane

Policy area Adoption of Legislation by EP and Council | Transport

Keyword common transport policy | EDUCATION AND COMMUNICATIONS | European construction | EUROPEAN UNION | European Union law | exchange of information | information and information processing | land transport | organisation of transport | proposal (EU) | road network | road safety | road traffic | trans-European network | TRANSPORT | transport accident | transport infrastructure | transport network | transport policy

Summary On 17 May 2018, the Commission adopted the proposal for a directive amending Directive 2008/96/EC on road infrastructure safety management. The revision was presented together with another legislative proposal on vehicle and pedestrian safety, and with non-legislative initiatives to promote safe mobility. The general objective of the proposal, which seeks to address the shortcomings of the existing legislation, is to reduce both road fatalities and serious injuries by improving the safety performance of road infrastructure. It proposes key changes to strengthen road infrastructure safety management procedures and extends the scope of the directive beyond the trans-European transport network (TEN-T). Interinstitutional negotiations (trilogues) concluded on 21 February 2019. The agreed text was adopted by the Parliament in plenary on 4 April 2019 and by the Council on 7 October 2019. After its final signature, the new legislative act came into force on 16 December 2019, and has to be transposed into national law in each Member State by 17 December 2021. Third edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

[Commitments made at the hearing of Adina-Ioana VĂLEAN, Commissioner-designate - Transport](#)

Publication type [Briefing](#)

Date 22-11-2019

Author COITO GONZALEZ ESTEBAN

Policy area [Transport](#)

Keyword [appointment of members](#) | [ENERGY](#) | [energy policy](#) | [ENVIRONMENT](#) | [environmental policy](#) | [EU Emissions Trading Scheme](#) | [EU institutions and European civil service](#) | [European Commissioner](#) | [European construction](#) | [European Parliament](#) | [EUROPEAN UNION](#) | [oral question](#) | [parliament](#) | [parliamentary proceedings](#) | [passenger rights](#) | [POLITICS](#) | [public hearing](#) | [substitute fuel](#) | [sustainable mobility](#) | [trans-European network](#) | [TRANSPORT](#) | [transport policy](#) | [transport price](#) | [transport safety](#)

Summary The Commissioner-designate, Adina-Ioana Vălean, appeared before the European Parliament on 14 November 2019 to answer questions put by MEPs from the Committee on Transport and Tourism. During the hearing, she made a number of commitments which are highlighted in this document. These commitments refer to her portfolio, as described in the mission letter sent to her by Ursula von der Leyen, President-elect of the European Commission, including:
- a sustainable, safe and affordable transport.

[Briefing](#) [EN](#)

[Research for TRAN Committee - EU funding of transport projects](#)

Publication type [Study](#)

Date 15-07-2019

External author José Manuel VASSALLO, Laura GARRIDO

Policy area [Evaluation of Law and Policy in Practice](#) | [Tourism](#) | [Transport](#)

Keyword [common transport policy](#) | [EU finance](#) | [EU financing](#) | [EU programme](#) | [European construction](#) | [EUROPEAN UNION](#) | [organisation of transport](#) | [trans-European network](#) | [TRANSPORT](#) | [transport network](#) | [transport policy](#)

Summary This study provides an analysis of the most important EU funding instruments currently available for transport projects with the aim to evaluate the extent to which they are fulfilling strategic EU policy goals. Based on a thorough assessment of the overall performance of these instruments (through previous reports, interviews and case studies), and after identifying the main opportunities and challenges they will face in the future, the study proposes a set of recommendations on how to improve their effectiveness and contribution to EU added value in the future.

[Study](#) [EN](#)

[Executive summary](#) [DE](#), [EN](#), [ES](#), [FR](#), [IT](#)

[Revision of the European Electronic Tolling Service \(EETS\) Directive](#)

Publication type [Briefing](#)

Date 25-04-2019

Author DEBYSER Ariane

Policy area [Adoption of Legislation by EP and Council](#) | [Transport](#)

Keyword [communications](#) | [cooperation policy](#) | [cross-border cooperation](#) | [economic analysis](#) | [ECONOMICS](#) | [EDUCATION AND COMMUNICATIONS](#) | [electronic equipment](#) | [electronics and electrical engineering](#) | [European construction](#) | [EUROPEAN UNION](#) | [European Union law](#) | [exchange of information](#) | [impact study](#) | [INDUSTRY](#) | [information and information processing](#) | [INTERNATIONAL RELATIONS](#) | [land transport](#) | [proposal \(EU\)](#) | [road transport](#) | [toll](#) | [trans-European network](#) | [transmission network](#) | [TRANSPORT](#) | [transport policy](#)

Summary On 31 May 2017, the Commission adopted a proposal for a directive on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union. It was presented within the context of the Commission's first 'Europe on the Move' package that seeks to modernise mobility and transport. Tying in with the 2015 energy union strategy and the Commission's 2016 European strategy for low emission mobility, and announced in the 2017 Commission work programme, the revision of the European Electronic Tolling Service (EETS) was presented together with the revision of the directive on the charging of heavy goods vehicles for the use of certain infrastructures (the Eurovignette Directive). Interinstitutional (trilogue) negotiations concluded on 20 November 2018. The agreed text was formally adopted by Parliament on 14 February 2019 and by Council on 4 March 2019. The final act was then published in the Official Journal on 29 March 2019. Member States now have until 19 October 2021 to apply the directive's measures in their national laws.

[Briefing](#) [EN](#)

[5G Deployment: State of play in Europe, USA and Asia](#)

Publication type [In-Depth Analysis](#)

Date 03-04-2019

External author Colin Blackman, Simon Forge

Policy area [Forward Planning](#) | [Industry](#) | [Internal Market and Customs Union](#) | [Research Policy](#)

Keyword [America](#) | [Asia](#) | [Asia and Oceania](#) | [communications](#) | [comparative study](#) | [documentation](#) | [economic geography](#) | [EDUCATION AND COMMUNICATIONS](#) | [European construction](#) | [EUROPEAN UNION](#) | [GEOGRAPHY](#) | [political geography](#) | [trans-European network](#) | [transmission network](#) | [United States](#)

Summary This in-depth analysis was prepared by Policy Department A at the request of the ITRE Committee. It compares 5G deployment in the EU with other leading economies – the USA, China, Japan, the Republic of Korea, Singapore and Taiwan. On a range of indicators, the EU compares well. However, this is not a short-term race. 5G is more complex than previous wireless technologies and should be considered as a long-term project to solve technical challenges and develop a clear business case.

[In-Depth Analysis](#) [EN](#)

[Military mobility](#)

Publication type **At a Glance**

Date **12-03-2019**

Author **LATICI Tania**

Policy area **Foreign Affairs | Security and Defence**

Keyword **cross-border dimension | defence | ECONOMICS | EU strategy | EU-NATO cooperation | European construction | EUROPEAN UNION | INTERNATIONAL RELATIONS | military equipment | regions and regional policy | trans-European network | TRANSPORT | transport infrastructure | transport policy**

Summary **Military logistics was defined by Baron Henri de Jomini as 'the practical art of moving armies'. In the event of an unpredictable crisis at any border of the European Union (EU), military personnel and equipment must be able to move rapidly across the territory. Currently, training and the movement of military assets across the continent is severely hampered by the lack of appropriate infrastructure and cumbersome customs procedures. This strategic weakness in European defence cooperation is being addressed by means of action on military mobility: an action plan by the European Commission, a project and commitment under permanent structured cooperation, and a key action for EU-NATO cooperation. Military mobility is meant to ensure the seamless movement of military equipment across the EU by reducing physical, legal and regulatory obstacles.**

[At a Glance](#) [EN](#)

[Electronic road toll systems](#)

Publication type **At a Glance**

Date **06-02-2019**

Author **DEBYSER Ariane**

Policy area **Adoption of Legislation by EP and Council | Transport**

Keyword **electronic equipment | electronic money | electronics and electrical engineering | European construction | EUROPEAN UNION | FINANCE | INDUSTRY | land transport | monetary economics | road transport | toll | trans-European network | TRANSPORT | transport policy**

Summary **In May 2017, the European Commission adopted a proposal for a directive on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union, which would be a recast of Directive 2004/52/EC. Following the completion of interinstitutional (trilogue) negotiations, which resulted in a provisional agreement on 20 November 2018, the European Parliament is expected to formally adopt the text during its February plenary session.**

[At a Glance](#) [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

[The new European electronic communications code](#)

Publication type **Briefing**

Date **16-01-2019**

Author **SZCZEPANSKI Marcin**

Policy area **Energy | Industry | Research Policy**

Keyword **Body of European Regulators for Electronic Communications | communications | consumer protection | consumption | digital single market | EDUCATION AND COMMUNICATIONS | EU institutions and European civil service | EU office or agency | European construction | EUROPEAN UNION | European Union law | information technology | Internet | marketing | mobile communication | operation of the Institutions | ordinary legislative procedure | proposal (EU) | provision of services | regulation of telecommunications | TRADE | trans-European network | transmission network | universal service**

Summary **European telecom rules were last updated in 2009. To make them fit for the digital era the Commission proposed a new Electronic Communications Code in September 2016. The provisional agreement reached in June 2018 was adopted by the Parliament and then by the Council in November 2018. Member States have until 21 December 2020 to transpose the new directive into national legislation. The new rules include measures to stimulate investment in and take-up of very high capacity networks in the EU as well as new spectrum rules for mobile connectivity and 5G. The Code also ensures that all citizens have access to affordable communication, including the internet. It increases consumer protection and security for users and facilitates regulatory intervention. Furthermore, it introduces a 'reverse 112 system' which would alert citizens by text message in case of imminent serious emergencies or disasters (from June 2022). During negotiations the Parliament secured for citizens cheaper caps for intra-EU calls and SMS from 15 May 2019. Fourth edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure. Please note this document has been designed for on-line viewing.**

[Briefing](#) [EN](#)

[Research for TRAN Committee: Transport and tourism in Belgium, France and the Netherlands](#)

Publication type **Briefing**

Date **29-11-2018**

External author **Marcin Wołek**

Policy area **Evaluation of Law and Policy in Practice | Tourism | Transport**

Keyword **Belgium | combined transport | economic analysis | economic geography | economic statistics | ECONOMICS | ENERGY | EU statistics | Europe | European construction | EUROPEAN UNION | France | GEOGRAPHY | Netherlands | organisation of transport | political geography | renewable energy | short-term forecast | social affairs | SOCIAL QUESTIONS | soft energy | tourism | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport policy**

Summary **This overview of the transport and tourism sectors in Belgium, France and the Netherlands was prepared to provide information for the Committee on Transport and Tourism.**

[Briefing](#) [EN](#)

Establishing the Connecting Europe Facility 2021-2027

Publication type Briefing

Date 13-11-2018

Author VETTORAZZI STEFANO

Policy area Budget | Energy | Internal Market and Customs Union | Transport

Keyword communications | economic analysis | economic policy | ECONOMICS | EDUCATION AND COMMUNICATIONS | ENERGY | energy grid | energy policy | EU finance | EU financial instrument | EU programme | European construction | EUROPEAN UNION | European Union law | FINANCE | financing and investment | impact study | investment | organisation of transport | project of common interest | proposal (EU) | structural policy | sustainable development | trans-European network | transmission network | TRANSPORT | transport network

Summary This initial appraisal assesses the strengths and weaknesses of the European Commission's impact assessment accompanying its proposal for establishing the Connecting Europe Facility (CEF) for the 2021-2027 period. CEF is an EU funding instrument designed to promote and part-finance the construction of pivotal cross border transport, energy and telecommunications infrastructure links between the EU's Member States. The proposal intends to support the achievement of the EU policy objectives in the transport, energy and digital sectors as regards the trans-European networks and to support cross-border cooperation between Member States on renewables planning and deployment. The appraisal concludes that the impact assessment (IA) provides a good description of the policy challenges of the new CEF based on the mid-term evaluation of the programme. The IA envisages a change in the scope for the digital and energy sectors. Alternative options are identified for the energy sector only. The IA would have benefited from better illustrating if, and in case how, the preferred option would take advantage from the existing, or forthcoming, legislation in establishing the envisaged enabling framework for cross-border cooperation on renewables. The IA does not discuss social or environmental impacts of the proposed measures and economic impacts are discussed for the energy sector only. Potential impacts on SMEs are not discussed, although SMEs might have deserved some analysis considering the specific objectives of the trans-European networks for the digital sector. An analysis regarding the impact on competitiveness appears to be missing as well. The final version of the IA appears to have addressed almost entirely the improvements requested by the Regulatory Scrutiny Board.

Briefing [EN](#)

Research for REGI Committee - Externalities of Cohesion Policy

Publication type Study

Date 15-10-2018

External author Andrea Naldini, Alessandro Daraio, Gessica Vella and Enrico Wolleb, Roman Römisch

Policy area Evaluation of Law and Policy in Practice | Regional Development

Keyword economic analysis | economic analysis | economic and social cohesion | economic conditions | economic development | economic geography | economic policy | ECONOMICS | EU finance | EU institutions and European civil service | EU Member State | European construction | European Regional Development Fund | European Social Fund | EUROPEAN UNION | GEOGRAPHY | microeconomics | powers of the institutions (EU) | regional aid | regional development | regional disparity | regions and regional policy | trans-European network

Summary The study investigates the effects of Cohesion Policy (CP) which occur in a country other than the one in which CP resources were actually spent. The study estimates that macroeconomic spillovers significantly contribute to the impact of CP. Spillovers directed to EU countries represent around 9% of the total annual CP expenditure. Other spillovers to Non-EU countries are around 8% of the CP expenditure. Macro and micro spillovers together arrive at the 21% of the annual CP expenditure 67% of which is distributed among EU countries. Around 20% of the CP expenditure can trigger sectoral spillover effects in the environment, transport and higher education sectors. The analysis demonstrates that externalities reinforce EU growth and competitiveness without CP deserting its convergence objective.

Study [EN](#)

Prospects for EU-Asia connectivity - The 'European way to connectivity'

Publication type Briefing

Date 12-10-2018

Author D'AMBROGIO Enrico

Policy area Foreign Affairs

Keyword ASEAN | communications | copyright | digital technology | digitisation | documentation | EDUCATION AND COMMUNICATIONS | electronic commerce | EU strategy | European construction | EUROPEAN UNION | extra-European organisations | information technology and data processing | INTERNATIONAL ORGANISATIONS | marketing | PRODUCTION, TECHNOLOGY AND RESEARCH | research and intellectual property | single market | social media | systems interconnection | technology and technical regulations | TRADE | trans-European network

Summary Asia matters to Europe: home to the world's largest population and fastest-growing economies, Asia is a major trade partner of the EU. Recognising this, the EU has promoted the Asia-Europe Meeting (ASEM), established strategic partnerships with four Asian countries, intensified cooperation with the Association of South-East Asia Nations (ASEAN), and negotiated or concluded free trade agreements with several Asian countries. As an implementation of its 2016 Global Strategy, the EU has carried out a mapping exercise on Euro-Asian connectivity, followed by the adoption of a joint communication on 'Connecting Europe and Asia – Building blocks for an EU strategy' on 19 September 2018. The strategy proposes that the EU engage with its Asian partners through a sustainable, comprehensive and rules-based approach to connectivity, exploiting existing and planned EU networks. It acknowledges a significant investment gap in connectivity and recognises the need to mobilise and strengthen cooperation with private investors, national and international institutions, and multilateral development banks. The strategy is part of the EU's contribution to the ASEM12 Summit, which is to take place in Brussels on 18-19 October 2018. Presented by Vice President/High Representative, Federica Mogherini, as the 'European way to connectivity', the strategy was immediately perceived as the EU response to China's Belt and Road Initiative (BRI). This initiative is currently raising concerns in the EU and in several participating countries, some of which are worried about possible 'debt traps'.

Briefing [EN](#)

[EU-funded large-scale infrastructure: deficient project preparation and procurement processes?](#)

Publication type Study

Date 28-09-2018

External author José Papí, Margarita Sanz, Roderick Ackermann, Roland Blomeyer

Policy area Budget | Budgetary Control

Keyword BUSINESS AND COMPETITION | co-financing | Cohesion Fund | economic geography | EU finance | EU institutions and European civil service | EU Member State | European construction | European Court of Auditors | European Fund for Strategic Investments | European Regional Development Fund | EUROPEAN UNION | FINANCE | financing and investment | GEOGRAPHY | management | project evaluation | public procurement | TRADE | trade policy | trans-European network

Summary This study aims to develop a better understanding of the regulatory framework and experience with the preparation and procurement of large-scale infrastructure projects (over EUR 50 million) under the European Regional Development Fund, the Cohesion Fund, the European Fund for Strategic Investments, and the Connecting Europe Facility. The study recommends (i) collecting data on Member State capacities for preparing projects and conducting public procurement; (ii) collecting data on the performance of the recent European Commission initiatives - voluntary ex-ante assessment of large-scale infrastructure (2017) the professionalisation of public procurement (2017) and additional guidance on procurement of European Union-funded large-scale infrastructure (2018); (iii) enhancing the consistency of data in the procurement database 'Tenders Electronic Daily'; (iv) and strengthening the involvement of relevant stakeholders in the preparation and procurement of large-scale infrastructure projects.

Study [EN](#)

[Research for TRAN Committee - BREXIT: transport and tourism - the consequences of a no-deal scenario](#)

Publication type Study

Date 26-09-2018

External author José Francisco PAPÍ FERRANDO, Raffaele ALFONSI, Sabine LANGER, Miguel TRONCOSO

Policy area Evaluation of Law and Policy in Practice | Tourism | Transport

Keyword air and space transport | air transport | communications | economic geography | EDUCATION AND COMMUNICATIONS | EU finance | EU institutions and European civil service | EU office or agency | Europe | European construction | European Structural and Investment Funds | EUROPEAN UNION | GEOGRAPHY | land transport | maritime and inland waterway transport | maritime transport | negotiation of an agreement (EU) | passenger rights | political geography | postal service | PRODUCTION, TECHNOLOGY AND RESEARCH | road cabotage | safety standard | social affairs | SOCIAL QUESTIONS | technology and technical regulations | tourism | trans-European network | TRANSPORT | transport policy | transport safety | United Kingdom | withdrawal from the EU

Summary The study investigates the potential impacts on the EU-27 of a no-deal scenario in the Brexit process, focusing on the transport, postal and tourism sectors. The study analyses both the economic policy and legislative dimension, detailing the practical consequences of such a new status quo. Alternatives to safeguard the EU interests are also discussed in the document and a set of practical recommendations is formulated. A no-deal scenario would seriously hurt both the UK and the EU-27 at least in a short-term perspective, although with different intensity among the Member States.

Study [EN](#)

[Research for TRAN Committee - Transport and Tourism in Poland](#)

Publication type Briefing

Date 14-09-2018

External author Marcin Wołek

Policy area Evaluation of Law and Policy in Practice | Tourism | Transport

Keyword air and space transport | air transport | economic analysis | economic geography | ECONOMICS | ENERGY | Europe | European construction | EUROPEAN UNION | GEOGRAPHY | land transport | maritime and inland waterway transport | maritime transport | Poland | political geography | rail transport | renewable energy | road transport | social affairs | SOCIAL QUESTIONS | soft energy | statistics | tourism | trans-European network | TRANSPORT | transport accident | transport infrastructure | transport policy

Summary This overview of the transport and tourism sectors in Poland was prepared to provide information for the mission of the Committee on Transport and Tourism to the country in September 2018.

Briefing [EN](#)

[Streamlining measures for advancing the realisation of the Trans-European Transport Network](#)

Publication type Briefing

Date 28-08-2018

Author TUOMINEN ULLA-MARI

Policy area Ex-ante Impact Assessment | Transport

Keyword administrative procedure | economic analysis | economic geography | ECONOMICS | EU Member State | European construction | EUROPEAN UNION | European Union law | executive power and public service | GEOGRAPHY | impact study | organisation of transport | POLITICS | project of common interest | proposal (EU) | trans-European network | TRANSPORT | transport network

Summary Removing obstacles to investments in infrastructure projects, like the Trans-European Transport network (TEN-T), contributes to the Investment Plan for Europe. The European Commission recently issued a legislative proposal to streamline measures for advancing realisation of the TEN-T, as problems concerning delays and legal uncertainties impact on the effective completion. This briefing provides an initial analysis of the strengths and weaknesses of the European Commission's impact assessment accompanying the above-mentioned proposal and assesses in particular to what extent the requirements of the Commission's own Better Regulation Guidelines have been respected. Overall, the impact assessment appears to provide a comprehensive problem analysis and to link it with objectives and options. However, some issues could have been further explained and the objectives could have been more specific. Greater attention could also have been given to the initiative's impact on SMEs and more detailed information provided about the respondents in the consultation process.

[Briefing](#) [EN](#)

[Improving road infrastructure safety management](#)

Publication type Briefing

Date 13-07-2018

Author REMAC Milan

Policy area EU Law: Legal System and Acts | Transport

Keyword common transport policy | economic analysis | ECONOMICS | European construction | EUROPEAN UNION | European Union law | impact study | land transport | organisation of transport | proposal (EU) | road network | road safety | road traffic | traffic signs | trans-European network | TRANSPORT | transport accident | transport infrastructure | transport network | transport policy

Summary In order to improve the EU road safety and substantially reduce road deaths, several measures were taken at the EU level. A general policy document was adopted in 2010, when the European Commission published the Road Safety Programme 2011-2020. The current revision of the road safety management procedures was triggered by the fact that the progress in the reduction of road fatalities stalled and that the existing road security measures needed to be adapted to changes in mobility resulting from societal trends and technological developments. The impact assessment accompanying this proposal clearly explains the problems currently encountered, and proposes adequate solutions. The Commission used different sources to substantiate the impact assessment and also undertook several stakeholder consultation activities. However, some parts of the IA do not entirely follow the requirements of the Better Regulation Guidelines in that it does not set sufficiently specific and time-bound objectives. More detailed information on proportionality and publication of the support study would have also been desirable.

[Briefing](#) [EN](#)

[Multiannual Financial Framework 2021-2027: Commission Proposal - Initial comparison with the current MFF](#)

Publication type Briefing

Date 04-05-2018

Author DOBREVA Alina

Policy area Budget

Keyword BUSINESS AND COMPETITION | business classification | climate change policy | co-financing | Cohesion Fund | common security and defence policy | EAFRD | Economic and Monetary Union | economic policy | ECONOMICS | ENVIRONMENT | environmental policy | EU environmental policy | EU finance | EU migration policy | European construction | European Maritime and Fisheries Fund | European Social Fund | European Structural and Investment Funds | EUROPEAN UNION | FINANCE | financing and investment | migration | monetary economics | small and medium-sized enterprises | SOCIAL QUESTIONS | sustainable development | trans-European network

Summary On 2 May, the Commission presented its proposal for the Multiannual Financial Framework for the 2021-2027 period (2021-2027 MFF), outlining the structure of the EU budget and the policy priorities of the EU for a period of seven years, together with proposals on own resources financing the EU budget and a proposal to link the EU budget and the rule of law. A series of further legislative proposals presenting the individual spending programmes is expected later in May and June. The Commission proposes that the 2021-2027 MFF (commitment appropriations) amounts to €1 135 billion in 2018 prices or 1.11 % of EU GNI. The previous MFF, converted into 2018 prices and including the European Development Fund (EDF) for comparative purposes, amounted to €1 138 billion or 1.03 % of EU GNI. Note, however, that this comparison does not take account of the various changes in programmes proposed or the impact of Brexit. The number of headings grows from the 2014-2020 MFF to 2021-2027 MFF, from five to seven, and some programmes change place from one heading to another. Regarding the structure of the 2021-2027 MFF, the Commission proposals have the ambition to align the budget closer to the political priorities, to simplify the structure of the EU budget (i.e. a reduced number of programmes), and to increase the flexibility within and between programmes.

[Briefing](#) [EN](#)

[Promoting sustainable transport and removing bottlenecks in key network infrastructure](#)

Publication type At a Glance

Date 25-04-2018

Author VAN LIEROP Christiaan

Policy area Regional Development | Transport

Keyword Cohesion Fund | distribution of EU funding | economic policy | ECONOMICS | ENVIRONMENT | environmental policy | environmental protection | EU environmental policy | EU finance | European construction | European Fund for Strategic Investments | European Regional Development Fund | EUROPEAN UNION | sustainable development | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport policy

Summary Ahead of the Commission's forthcoming proposals on the new Multiannual Financial Framework, which are expected in May 2018, the May plenary session is expected to discuss an own-initiative report which assesses the implementation of cohesion policy and the thematic objective of promoting sustainable transport and removing bottlenecks in key network infrastructure, including recommendations for the post-2020 period.

At a Glance [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

[Research for TRAN Committee - Transport and Tourism in Greece](#)

Publication type Briefing

Date 16-04-2018

Author TUSZYNSKA Beata

Policy area Evaluation of Law and Policy in Practice | Tourism | Transport

Keyword air and space transport | air transport | economic analysis | economic geography | ECONOMICS | ENERGY | Europe | European construction | EUROPEAN UNION | GEOGRAPHY | Greece | land transport | maritime and inland waterway transport | maritime transport | political geography | rail transport | renewable energy | road transport | social affairs | SOCIAL QUESTIONS | soft energy | statistics | tourism | trans-European network | TRANSPORT | transport accident | transport infrastructure | transport policy

Summary This overview of the transport and tourism sectors in Greece was prepared to provide information for the mission of the Transport and Tourism Committee to the country between 7 and 9 May 2018.

Briefing [EN](#)

[What if we were to travel on levitating trains?](#)

Publication type At a Glance

Date 12-04-2018

Author KURRER CHRISTIAN MARTIN

Policy area Energy | Industry | Regional Development | Research Policy | Transport

Keyword air and space transport | air transport | cooperation policy | European construction | EUROPEAN UNION | Framework Programme for Research and Development | high-speed transport | INTERNATIONAL RELATIONS | land transport | new technology | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | rail transport | research and intellectual property | technology and technical regulations | third country | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary Magnetic levitation-based transport might be about to enter our lives, providing for faster, safer and more energy-efficient journeys. As it will enable longer distances to be covered more rapidly and cleanly, could it affect where we choose to live?

At a Glance [EN](#)

[Trans-European Transport Network \(TEN-T\)](#)

Publication type Briefing

Date 10-04-2018

Author REMAC Milan

Policy area Evaluation of Law and Policy in Practice | Transport | Transposition and Implementation of Law

Keyword air and space transport | air transport | combined transport | distribution of EU funding | EDUCATION AND COMMUNICATIONS | EU finance | European construction | EUROPEAN UNION | information technology and data processing | inland waterway transport | land transport | land transport | maritime and inland waterway transport | maritime transport | organisation of transport | sustainable mobility | telematics | trans-European network | TRANSPORT | transport infrastructure | transport network | transport planning | transport policy | transport safety

Summary The current general guidelines for the development of the Trans-European Transport Network (TEN-T) were established by Regulation 1315/2013. The guidelines are supported by a dedicated EU funding instrument: the Connecting Europe Facility (CEF), aimed at accelerating investments in the field of the trans-European networks, was established by Regulation 1316/2013. The CEF's budget has been approved for the period 2014-2020; if it is to be continued after 2020, it will need to be evaluated and re-negotiated. Although the implementation of the TEN-T network is progressing, several challenges have been identified. These challenges influence the implementation of the network and might have a negative influence on EU transport policy. Several of these challenges were linked with the implementation of projects under the TEN T policy. Various voices have called for a simplification of the existing permitting procedures, an optimisation of Member States' procurement procedures, a reduction of delays in those procedures, and a clarification of EU state aid rules. Furthermore, it is vitally important to attract the private sector and co financing of the transport projects. These points have already been raised by the European Parliament in a number of resolutions. The European Commission is expected to publish a legislative proposal on streamlining measures for swifter implementation of the projects of common interest on the Trans-European Transport Network in the first quarter of 2018

Briefing [EN](#)

[Plenary round-up – Strasbourg, March 2018](#)

Publication type [At a Glance](#)

Date 16-03-2018

Author FERGUSON CLARE | SOCHACKA KATARZYNA

Policy area [Budget](#) | [Consumer Protection](#) | [Energy](#) | [EU Democracy, Institutional and Parliamentary Law](#) | [Fisheries](#) | [Gender Issues, Equality and Diversity](#) | [Internal Market and Customs Union](#) | [Transport](#)

Keyword [carriage of goods](#) | [carriage of passengers](#) | [clean technology](#) | [criminal law](#) | [domestic violence](#) | [drivers](#) | [economic geography](#) | [EU finance](#) | [Europe](#) | [European construction](#) | [European Semester](#) | [EUROPEAN UNION](#) | [FINANCE](#) | [gender equality](#) | [GEOGRAPHY](#) | [international affairs](#) | [international convention](#) | [INTERNATIONAL RELATIONS](#) | [land transport](#) | [LAW](#) | [monetary economics](#) | [multiannual financial framework](#) | [organisation of transport](#) | [own resources](#) | [political geography](#) | [PRODUCTION, TECHNOLOGY AND RESEARCH](#) | [rights and freedoms](#) | [road transport](#) | [sexual violence](#) | [social affairs](#) | [SOCIAL QUESTIONS](#) | [technology and technical regulations](#) | [trans-European network](#) | [TRANSPORT](#) | [United Kingdom](#) | [withdrawal from the EU](#)

Summary Highlights of the session included a debate on the future of Europe with Portuguese Prime Minister, Antonio Costa; and debates on preparation of the 22-23 March European Council meeting; on the appointment of the European Commission Secretary-General; on the US decision to impose tariffs on steel and aluminium; on corporate social responsibility; on conflict minerals; and on protection of investigative journalists, following the deaths of Jan Kuciak and Martina Kusnirova in Slovakia. High Representative, Federica Mogherini, made statements on Syria, the EU-Cuba Joint Council, and EU-Central Asia relations, followed by debates. Parliament adopted, inter alia, resolutions on the post-2020 future multiannual financial framework and own-resources reform; and legislative positions on the common (consolidated) corporate tax; regulation of cross-border parcel delivery; training of professional drivers; and Europass.

[At a Glance](#) [EN](#)

[Transport and Tourism in Ireland](#)

Publication type [Briefing](#)

Date 15-03-2018

Author RATCLIFF Christina

Policy area [Evaluation of Law and Policy in Practice](#) | [Tourism](#) | [Transport](#)

Keyword [air and space transport](#) | [air transport](#) | [economic analysis](#) | [economic geography](#) | [ECONOMICS](#) | [ENERGY](#) | [Europe](#) | [European construction](#) | [EUROPEAN UNION](#) | [GEOGRAPHY](#) | [Ireland](#) | [land transport](#) | [maritime and inland waterway transport](#) | [maritime transport](#) | [political geography](#) | [rail transport](#) | [renewable energy](#) | [road transport](#) | [social affairs](#) | [SOCIAL QUESTIONS](#) | [soft energy](#) | [statistics](#) | [tourism](#) | [trans-European network](#) | [TRANSPORT](#) | [transport accident](#) | [transport infrastructure](#) | [transport policy](#)

Summary This overview of the transport and tourism sectors in Ireland was prepared to provide information for the mission of the Transport and Tourism Committee to the country in 2018 (04-06 April).

[Briefing](#) [EN](#)

[New ways of financing transport infrastructure projects in Europe](#)

Publication type [Study](#)

Date 01-03-2018

Author KRITIKOS Michail

External author EPRS, DG;

Policy area [Environment](#) | [Regional Development](#) | [Transport](#)

Keyword [BUSINESS AND COMPETITION](#) | [cross-border dimension](#) | [deterioration of the environment](#) | [ECONOMICS](#) | [electric vehicle](#) | [ENVIRONMENT](#) | [EU finance](#) | [EU growth strategy](#) | [European construction](#) | [EUROPEAN UNION](#) | [executive power and public service](#) | [FINANCE](#) | [financial management](#) | [financing](#) | [financing and investment](#) | [fund \(EU\)](#) | [investment](#) | [management](#) | [motor vehicle pollution](#) | [organisation of transport](#) | [POLITICS](#) | [public-private partnership](#) | [regions and regional policy](#) | [toll](#) | [trans-European network](#) | [TRANSPORT](#) | [transport network](#) | [transport policy](#)

Summary This study assesses a range of mechanisms to finance transport infrastructure projects in cross-border regions, and analyses the strategic role that European Groupings of Territorial Cohesion (EGTC) could play in the planning and implementation of cross-border investments. Special attention is given to often neglected small-scale projects, whose investment is up to €1 million. Building on an in-depth literature review, and supported by interviews with various regional cooperation structures and an experts' workshop, the study analyses the current situation regarding the availability of financing tools for new technologies that enhance transport infrastructure in cross-border regions. It also outlines sources of financial support that could meet investment needs and assesses technological challenges and trends in the field of Intelligent Transport Systems, with a focus on regional interoperability. The study ends with suggestions of policy options to facilitate and accelerate cross border transport infrastructure projects.

[Study](#) [EN](#)

[Annex 1](#) [EN](#)

[Recognition of professional qualifications in inland navigation](#)

Publication type Briefing

Date 15-02-2018

Author PAPE Marketa

Policy area Adoption of Legislation by EP and Council | Employment | Internal Market and Customs Union | Transport

Keyword carriage of goods | carriage of passengers | crew | employment | EMPLOYMENT AND WORKING CONDITIONS | EU institutions and European civil service | European construction | European Court of Auditors | EUROPEAN UNION | European Union law | inland waterway shipping | labour market | maritime and inland waterway transport | organisation of transport | professional qualifications | proposal (EU) | recognition of vocational training qualifications | trans-European network | TRANSPORT | vessel

Summary To enhance labour mobility, the European Commission proposed in 2016 to establish a common system of qualifications for workers on EU inland waterways, based on their competence. While the previous EU legislation applied only to boatmasters, the proposal introduced harmonised rules for all deck crew members and extended the scope of legislation to the previously excluded River Rhine. After interinstitutional negotiations concluded on 27 June 2017, the European Parliament adopted the agreed text on 14 November 2017 and the Council approved the EP position on 4 December 2017. The final act was published in the Official Journal on 27 December 2017. Member States have until 17 January 2022 to transpose the provisions into their national law. Fifth edition. The EU Legislation in Progress Briefings are updated at key stages throughout the legislative procedure. To view earlier editions of this briefing, please see: PE 608.799, November 2017.

Briefing [EN](#)

[Research for TRAN Committee - The “Scandinavian-Mediterranean Corridor” in the regions of Catania, Augusta and Naples](#)

Publication type Briefing

Date 15-02-2018

Author THOMAS Marc

Policy area Evaluation of Law and Policy in Practice | Transport

Keyword air and space transport | air transport | Campania | combined transport | distribution of EU funding | economic analysis | economic geography | ECONOMICS | EU finance | Europe | European construction | EUROPEAN UNION | GEOGRAPHY | harbour installation | Italy | land transport | land transport | maritime and inland waterway transport | maritime transport | organisation of transport | political geography | regions of EU Member States | Sicily | statistics | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary This overview was prepared for the mission of the Committee on Transport and Tourism (TRAN) to Catania, Augusta and Naples (13-15 February 2018). It provides a status report on the main regional transport infrastructure in the context of the “Scandinavian-Mediterranean Corridor”.

Briefing [EN](#)

[EU electronic communications code and co-investment: Taking stock of the policy discussion](#)

Publication type Briefing

Date 05-02-2018

Author MADIEGA Tambiama André

Policy area Industry

Keyword BUSINESS AND COMPETITION | communications | competition | competition policy | consumer protection | consumption | digital single market | EDUCATION AND COMMUNICATIONS | EU institutions and European civil service | EU office or agency | European construction | EUROPEAN UNION | FINANCE | financing and investment | information and information processing | information highway | information technology | investment project | marketing | operation of the Institutions | provision of services | regulation of telecommunications | TRADE | trans-European network | transmission network | universal service

Summary The EU regulatory framework on electronic communications sets common rules on how electronic communications networks and services such as telephony and internet broadband connections are regulated in the European Union (EU). While the revision of this framework has started, a debate arises on how best to foster investment in the EU for deploying the very high capacity networks that are increasingly needed for 5G mobile services, as well as e-services such as e health, e administration, cloud computing and connected cars. One of the proposals of the European Commission is to amend the current regulatory framework in order to facilitate co-investment (i.e. when several investors agree to invest together) for building new high-capacity network infrastructure. However, the European Parliament and Council both want to amend the text significantly. This briefing discusses the policy context and the rationale behind the rules on co investment proposed in the draft EU electronic communications code, and assesses the main areas of convergence and divergence between the initial positions of the co legislators. Furthermore, some key issues for discussion are highlighted, including what types of co-investment agreements and assets should be exempted from regulation, the degree of competition safeguards needed and the extent of national regulators' oversight of the co-investment projects.

Briefing [EN](#)

Road infrastructure and tunnel safety

Publication type Briefing

Date 25-01-2018

Author DINU Alina Ileana | SCHREFLER Lorna

Policy area Transport

Keyword documentation | economic analysis | ECONOMICS | EDUCATION AND COMMUNICATIONS | EU law | European construction | EUROPEAN UNION | European Union law | impact study | land transport | organisation of transport | report | road network | road safety | trans-European network | TRANSPORT | transport infrastructure | transport network | transport policy

Summary In 2010, the European Commission adopted the road safety programme, aimed at reducing road deaths in Europe by half in the following decade. Through its strategic objectives, the programme focuses on three main issues: vehicle safety, the infrastructure safety, and road users' behaviour. The initiatives undertaken within the road safety programme refer to both EU and national level. In its efforts to improve road safety, the European Union is considering new measures and activities, as well as reviewing existing legislation. In this context, the European Commission decided to assess two pieces of legislation dealing with road infrastructure and tunnel safety issues: Directive 2008/96/EC and Directive 2004/54/EC, with a view to analysing whether they are still fit for current realities and needs. Directive 2008/96/EC requests Member States to put in place and implement 'procedures relating to road safety impact assessments, road safety audits, the management of road network safety and safety inspections' (Article 1), while Directive 2004/54/EC aims at ensuring 'a minimum level of safety for road users in tunnels in the trans-European road network' (Article 1). This implementation appraisal focuses on the evaluation of the two directives, a process that precedes the European Commission's new proposal, expected early this year.

Briefing [EN](#)

Research for TRAN Committee: The new Silk Route - opportunities and challenges for EU transport (briefing)

Publication type Briefing

Date 16-01-2018

External author Bianca COSENTINO, Dick DUNMORE, Simon ELLIS, Alberto PRETI, Davide RANGHETTI, Clémence ROUTABOUL, Mike GARRATT, Antonella TEODORO, Jeremy DREW

Policy area Forward Planning | Transport

Keyword air and space transport | air transport | Asia and Oceania | China | cooperation policy | cross-border cooperation | economic geography | European construction | EUROPEAN UNION | FINANCE | financing and investment | foreign investment | GEOGRAPHY | international cooperation | INTERNATIONAL RELATIONS | maritime and inland waterway transport | maritime transport | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary This briefing summarises the conclusions of a study on 'The new Silk Route - opportunities and challenges for EU transport' prepared by an international team of researchers for the Committee on Transport and Tourism of the European Parliament. This study analyses in detail the Chinese Silk Route Initiative and investigates its possible impacts and prospects for the EU transport system. The emphasis in the research is also put on exploring the European transport system's readiness for the Initiative and identification of potential bottlenecks and missing links. Furthermore, the study evaluates the need for implementation of additional measures at EU level in order to make the most of the Initiative and also to ensure fair competition in the transport, logistic and construction sectors in the context of expanding activity by Chinese operators. A comprehensive list presenting the involvement of all Member States in the Initiative constitutes an integral part of the study.

Briefing [EN](#)

Research for TRAN Committee: The new Silk Route - opportunities and challenges for EU transport

Publication type Study

Date 16-01-2018

External author Bianca COSENTINO, Dick DUNMORE, Simon ELLIS, Alberto PRETI, Davide RANGHETTI, Clémence ROUTABOUL, Mike GARRATT, Antonella TEODORO, Jeremy DREW

Policy area Forward Planning | Transport

Keyword air and space transport | air transport | Asia and Oceania | bilateral relations | China | cooperation policy | cross-border cooperation | economic geography | European construction | EUROPEAN UNION | FINANCE | financing and investment | foreign investment | GEOGRAPHY | international affairs | INTERNATIONAL RELATIONS | maritime and inland waterway transport | maritime transport | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary The new Silk Route Initiative brings opportunities and challenges for the European transport system. This research study analyses the Initiative, its impacts and prospects, as well as the EU transport system's readiness for the Initiative. It provides conclusions and recommendations to the European Parliament Committee on Transport and Tourism to address the Initiative's challenges.

Study [EN](#), [FR](#)

WIFI4EU - Promotion of internet connectivity in local communities

Publication type Briefing

Date 10-11-2017

Author SCHEINERT CHRISTIAN

Policy area Adoption of Legislation by EP and Council | Internal Market and Customs Union

Keyword communications | cooperation policy | digital single market | economic policy | ECONOMICS | EDUCATION AND COMMUNICATIONS | EU aid | European construction | EUROPEAN UNION | European Union law | FINANCE | financial aid | financing and investment | INTERNATIONAL RELATIONS | Internet | investment project | ordinary legislative procedure | proposal (EU) | trans-European network | transmission network

Summary On 12 September 2017, the European Parliament voted to adopt a legislative act that aims at the promotion of very fast wireless internet access in local communities.
This service will be provided free of charge to the public at large. The areas covered will encompass public administrations, libraries and hospitals, as well as outdoor spaces accessible to all. The aim is to increase accessibility to high-performance mobile internet, and to raise awareness of the benefits of such connectivity. Administrative procedures will be simplified and EU funds will be used to provide financial support to the establishment of such networks.
This action comes within the framework of the digital single market, and is one of several legislative proposals announced on 14 September 2016 by the Commission, with its communication, 'Connectivity for a competitive digital single market – Towards a European gigabit society'.

Briefing [EN](#)

Internal energy market

Publication type EU Fact Sheets

Date 01-11-2017

Author STOERRING Dagmara

Policy area Energy | Internal Market and Customs Union

Keyword administrative cooperation | electrical and nuclear industries | electrical energy | ENERGY | energy policy | energy supply | energy transport | EU institutions and European civil service | European construction | EUROPEAN UNION | European Union Agency for the Cooperation of Energy Regulators | executive power and public service | liberalisation of the market | natural gas | oil industry | POLITICS | single market | TRADE | trade policy | trans-European network

Summary In order to harmonise and liberalise the EU's internal energy market, three consecutive legislative packages of measures were adopted between 1996 and 2009, addressing market access, transparency and regulation, consumer protection, supporting interconnection, and adequate levels of supply. As a result of these measures, new gas and electricity suppliers can enter Member States' markets, while both industrial and domestic consumers are now free to choose their own suppliers. Other EU policies related to the internal energy market address the security of the supply of electricity, gas and oil, as well as the development of trans-European networks for transporting electricity and gas.

EU Fact Sheets [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [HR](#), [MT](#), [PL](#), [SK](#), [SL](#)

Cohesion Fund

Publication type EU Fact Sheets

Date 01-11-2017

Author AZEVEDO Filipa

Policy area Regional Development

Keyword co-financing | Cohesion Fund | eligibility criteria | EU finance | European construction | EUROPEAN UNION | FINANCE | financing and investment | principle of additionality | project of common interest | trans-European network

Summary The Cohesion Fund, set up in 1994 by Council Regulation (EC) 1164/94, provides funding for environmental and trans-European network projects.

EU Fact Sheets [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [HR](#), [MT](#), [PL](#), [SK](#), [SL](#)

[Revision of the European Electronic Road Toll Service](#)

Publication type Briefing

Date 12-10-2017

Author VIKOLAINEN Vera

Policy area Transport

Keyword communications | cooperation policy | criminal law | cross-border cooperation | economic analysis | ECONOMICS | EDUCATION AND COMMUNICATIONS | electronic equipment | electronics and electrical engineering | European construction | EUROPEAN UNION | exchange of information | impact study | INDUSTRY | information and information processing | INTERNATIONAL RELATIONS | land transport | LAW | road transport | toll | traffic offence | trans-European network | transmission network | TRANSPORT | transport policy

Summary This note seeks to provide an initial analysis of the strengths and weaknesses of the European Commission's impact assessment (IA) accompanying the above proposal, submitted on 31 May 2017 and referred to Parliament's Committee on Transport and Tourism. Digitisation and connectivity allow tolling without the user having to stop at toll barriers. Electronic tolls are levied by electronic systems that charge passing vehicles at a control point or across the infrastructure network. The vast majority require road users to install special equipment – on-board units (OBU) – for which technologies and standards may differ from one Member State to the next. For that reason, Directive 2004/52/EC on interoperability established the framework for a European Electronic Toll Service (EETS), in accordance with which road users could subscribe to a single contract and use a single OBU to pay electronic tolls throughout the EU. The detailed technical issues connected with the directive were set out in Commission Decision 2009/750/EC on the definition of the EETS and its technical elements. The EETS should have been operational for heavy goods vehicles by October 2012 and for other vehicles by October 2014, but the objectives of the legislation remain largely unattained. Some cross-border interoperability has been achieved, but in the majority of Member States it is still the case that only national OBUs can be used to pay tolls. The European Parliament has called for the Commission to consider appropriate legislative measures in the field of interoperability on several occasions, for instance in its 2013 and 2015 resolutions. In 2015, the Commission announced an evaluation of EETS legislation, which was concluded in 2017 with the publishing of the ex-post evaluation report. The Commission included the regulatory fitness (REFIT) revision of Directive 2004/52/EC in its 2017 work programme (CWP) under the new initiatives implementing the energy union strategy and included the initiative in the European strategy for low-emission mobility. Initially, EU road-pricing initiatives, such as the EETS Interoperability Directive and 'Eurovignette' Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructure, were not focused on contributing to reducing greenhouse gas emissions, but with time, this aspect has become more important. The Commission presented its revision of the EETS Interoperability Directive in parallel with the proposal to revise the Eurovignette Directive.

Briefing [EN](#)

[Research for TRAN Committee - Transport and Tourism in Bulgaria](#)

Publication type Briefing

Date 26-09-2017

Author TUSZYNSKA Beata

Policy area Evaluation of Law and Policy in Practice | Tourism | Transport

Keyword air and space transport | air transport | Bulgaria | combined transport | economic analysis | economic analysis | economic geography | ECONOMICS | Europe | European construction | EUROPEAN UNION | GEOGRAPHY | inland waterway shipping | land transport | maritime and inland waterway transport | maritime transport | organisation of transport | political geography | rail transport | road safety | short-term forecast | social affairs | SOCIAL QUESTIONS | statistics | tourism | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport policy

Summary This overview of the transport and tourism sectors in Bulgaria was prepared to provide information for the mission of the Transport and Tourism Committee to the country between 18 and 20 September 2017.

Briefing [EN](#), [FR](#)

[Reform of the e-Privacy Directive](#)

Publication type Briefing

Date 30-08-2017

Author MONTELEONE Shara

Policy area Adoption of Legislation by EP and Council | Area of Freedom, Security and Justice | Consumer Protection | Evaluation of Law and Policy in Practice

Keyword communications | confidentiality | consumer protection | consumption | cross-frontier data flow | data protection | data-processing law | digital single market | EDUCATION AND COMMUNICATIONS | EU institution | EU institutions and European civil service | EU law | European construction | European Convention on Human Rights | EUROPEAN UNION | European Union law | information and information processing | information technology and data processing | international affairs | INTERNATIONAL RELATIONS | LAW | powers of the EP | proposal (EU) | protection of privacy | regulation of telecommunications | rights and freedoms | TRADE | trans-European network | transmission network

Summary In January 2017, the Commission tabled a proposal for a regulation on privacy and electronic communications which would replace the current 2002 e-Privacy Directive. The main objectives of the review are: enhancing security and communications confidentiality; defining clearer rules on tracking technologies such as cookies; and achieving greater harmonisation among Member States. Stakeholders are divided on certain issues, including on the basic need for a new measure to protect confidentiality in e-communications. Some national parliaments have made comments on the proposal, and discussions are progressing in Council. In the European Parliament, rapporteur Marju Lauristin (S&D, Estonia) presented a draft report to the Civil Liberties Committee on 21 June 2017, and this is expected to be voted in October 2017.

Briefing [EN](#)

Multimedia [Reform of the e-Privacy Directive](#)

Research for TRAN Committee - Transport and Tourism in Sweden

Publication type Briefing

Date 28-07-2017

Author RATCLIFF Christina

Policy area Tourism | Transport

Keyword AGRICULTURE, FORESTRY AND FISHERIES | combined transport | economic analysis | economic geography | economic statistics | ECONOMICS | ENERGY | EU law - national law | EU statistics | Europe | European construction | EUROPEAN UNION | European Union law | forestry | forestry policy | GEOGRAPHY | macroeconomics | motor fuel | oil industry | organisation of transport | political geography | renewable energy | road safety | short-term forecast | social affairs | SOCIAL QUESTIONS | soft energy | Sweden | tourism | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport policy

Summary This overview of the transport and tourism sectors in Sweden was prepared to provide information for the mission of the Transport and Tourism Committee to Sweden (17-19 July 2017).

Briefing [EN](#), [FR](#)

Ten more technologies which could change our lives

Publication type In-Depth Analysis

Date 14-07-2017

Author KURRER CHRISTIAN MARTIN

Policy area Industry | Research Policy

Keyword agricultural policy | AGRICULTURE, FORESTRY AND FISHERIES | big data | communications | cryptography | EDUCATION AND COMMUNICATIONS | electric vehicle | ENVIRONMENT | European construction | EUROPEAN UNION | Framework Programme for Research and Development | genetic engineering | health | health care | high-speed transport | INDUSTRY | information and information processing | information technology and data processing | intelligent transport system | natural environment | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | radio telecommunications | renewable resources | research and intellectual property | SOCIAL QUESTIONS | superconducting alloy | sustainable agriculture | sustainable mobility | technology and technical regulations | trans-European network | TRANSPORT | transport policy | wood for construction | wood industry

Summary In 2015, the European Parliament's Directorate-General for Parliamentary Research Services (DG EPRS) broke new ground with its publication 'Ten technologies which could change our lives – potential impacts and policy implications', with each chapter highlighting a particular technology, its promises and potential negative consequences, and the role that the European Parliament could and should play in shaping these developments. This new study continues this work, presenting ten additional technologies that will increasingly require the attention of policy-makers. The topics for the current study have been chosen to reflect the wide range of topics that the Parliament's Science and Technology Options Assessment (STOA) Panel has decided to focus upon for the eighth parliamentary term (2014-2019). The aim of the publication is not only to draw attention to these ten particular technologies, but also to promote further reflection about other technological developments that may still be at an early stage but that could, in a similar way, massively impact our lives in the short- or longer-term future.

In-Depth Analysis [CS](#), [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [NL](#), [PT](#), [PL](#)

Multimedia [Intelligent urban transport systems](#)

[Radio frequency identification tags](#)

[What if editing genes could fight rare diseases?](#)

[Maglev transportation, from Ten more technologies which could change our lives](#)

Multimodal and Combined Freight Transport: Implementation Appraisal

Publication type Briefing

Date 07-07-2017

Author REMAC Milan

Policy area Evaluation of Law and Policy in Practice | Transport | Transposition and Implementation of Law

Keyword BusinessEurope | carriage of goods | combined transport | commercial vehicle | EC Directive | economic analysis | ECONOMICS | EU institution | EU institutions and European civil service | European construction | European organisations | EUROPEAN UNION | European Union law | impact study | INTERNATIONAL ORGANISATIONS | land transport | maritime and inland waterway transport | non-governmental organisations | organisation of transport | rail transport | road transport | trans-European network | TRANSPORT | waterway transport

Summary Council Directive 92/106/EEC lays down rules applicable to combined transport of goods. Various resources show that there are currently several challenges linked with the implementation of the directive. These include, for instance, a broad and ambiguous definition of combined transport, outdated provisions of the directive, the need to align these provisions with the new economic reality and a need for a unified combined transport document. These challenges influence harmonisation of combined freight transport and limit the fulfilment of the directive's goals. The European Parliament has called on the European Commission to update the directive to respond to these challenges. Similar recommendations have come from the European Economic and Social Committee and from representatives of various stakeholder groups. Finally, the European Commission itself has expressed its intention to revise the directive as part of the enhancement of the social legislation in the area of road transport. It is expected that the European Commission will submit this proposal in the fourth quarter of 2017.

Briefing [EN](#)

Sources of EU funding for tourism-related activities

Publication type At a Glance

Date 05-07-2017

Author MARGARAS Vasileios

Policy area Regional Development | Tourism

Keyword EU finance | EU financing arrangements | EU programme | European construction | European Fund for Strategic Investments | European Structural and Investment Funds | EUROPEAN UNION | social affairs | SOCIAL QUESTIONS | tourism policy | tourist infrastructure | trans-European network

Summary There is no specific EU fund dedicated to tourism as such. However, although not strictly focused on tourism, a number of EU funds may help to boost its prospects and address its challenges. Depending on the priorities of each EU funding programme, various legal entities (such as public bodies, companies, SMEs, research organisations, universities, non-governmental organisations and tourism cluster initiatives) may benefit from EU funding in order to run activities that may have a positive impact on tourism.

At a Glance [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

Maritime transport: strategic approach

Publication type EU Fact Sheets

Date 01-06-2017

Author RATCLIFF Christina

Policy area Transport

Keyword BUSINESS AND COMPETITION | common ports policy | common transport policy | competition | competition law | crew | deterioration of the environment | employment | EMPLOYMENT AND WORKING CONDITIONS | ENVIRONMENT | environmental policy | European construction | EUROPEAN UNION | maritime and inland waterway transport | maritime transport | occupational safety | organisation of transport | organisation of work and working conditions | pollution control measures | pollution from ships | trans-European network | TRANSPORT | transport policy | vocational training | working time

Summary European regulations on maritime transport focus on the application of the principle of free movement of services and the correct application of competition rules, while ensuring a high level of safety, good working conditions and environmental standards.

EU Fact Sheets [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [HR](#), [MT](#), [PL](#), [SK](#), [SL](#)

Financing the Trans-European Networks

Publication type EU Fact Sheets

Date 01-06-2017

Author GOUARDERES Frederic | TUSZYNSKA Beata

Policy area Energy | Regional Development | Transport

Keyword co-financing | distribution of EU funding | eligibility criteria | EU finance | European construction | EUROPEAN UNION | FINANCE | financing and investment | financing plan | fund (EU) | multiannual financial framework | principle of additionality | trans-European network

Summary The Trans-European Networks (TENs) are partly funded by the European Union and partly by the Member States. Financial support from the EU serves as a catalyst, the Member States being required to provide the bulk of the financing. The financing of the TENs can also be complemented by Structural Fund assistance, aid from the European Investment Bank or contributions from the private sector. A major reform was introduced across the TENs with the establishment of the Connecting Europe Facility in 2013.

EU Fact Sheets [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [HR](#), [MT](#), [PL](#), [SK](#), [SL](#)

Common transport policy: overview

Publication type EU Fact Sheets

Date 01-06-2017

Author RATCLIFF Christina

Policy area Transport

Keyword charges for use of infrastructure | common transport policy | ENVIRONMENT | environmental policy | EU institutions and European civil service | European construction | EUROPEAN UNION | intelligent transport system | liberalisation of the market | organisation of transport | powers of the EP | reduction of gas emissions | sustainable mobility | TRADE | trade policy | trans-European network | TRANSPORT | transport network | transport policy | urban transport

Summary Transport policy has been one of the EU's common policies for more than 30 years, effectively since 22 May 1985 when the Court of Justice of the European Union (CJEU) handed down a ruling in the case brought by Parliament against the Council for its failure to act in this area. Alongside the opening-up of transport markets and the creation of the Trans-European Transport Network, the 'sustainable mobility' model will take on even greater importance between now and 2020 — particularly in view of the constant rise in greenhouse gas emissions from the transport sector, which threatens to jeopardise the European Union's efforts to achieve its climate goals.

EU Fact Sheets [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [HR](#), [MT](#), [PL](#), [SK](#), [SL](#)

[Rail transport](#)

Publication type EU Fact Sheets

Date 01-06-2017

Author RATCLIFF Christina

Policy area Transport

Keyword approximation of laws | BUSINESS AND COMPETITION | common transport policy | competition | ENVIRONMENT | environmental policy | EU competition policy | EU institutions and European civil service | European construction | EUROPEAN UNION | European Union Agency for Railways | European Union law | harmonisation of standards | intra-EU transport | land transport | noise protection | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | rail transport | technology and technical regulations | traffic regulations | trans-European network | TRANSPORT | transport policy

Summary EU rail transport policy is geared towards the creation of a single European railway area. Three packages and a recast were adopted in the space of 10 years following the opening-up of the sector to competition in 2001. A fourth package, designed to liberalise rail services was adopted entirely at its first reading by the European Parliament (February 2014), and the technical pillar was adopted at its second reading (28 April 2016).

EU Fact Sheets [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [HR](#), [MT](#), [PL](#), [SK](#), [SL](#)

[Trans-European Networks — guidelines](#)

Publication type EU Fact Sheets

Date 01-06-2017

Author GOUARDERES Frederic | TUSZYNSKA Beata

Policy area Energy | Transport

Keyword combined transport | communications | EDUCATION AND COMMUNICATIONS | ENERGY | energy diversification | energy efficiency | energy grid | energy policy | ENVIRONMENT | environmental impact | environmental policy | European construction | EUROPEAN UNION | organisation of transport | trans-European network | transmission network | TRANSPORT | transport infrastructure | transport policy

Summary The Treaty on the Functioning of the European Union (TFEU) retains the trans-European networks (TENs) in the areas of transport, energy and telecommunications, first mentioned in the Maastricht Treaty, in order to connect all the regions of the EU. These networks are tools intended to contribute to the growth of the internal market and to employment, while pursuing environmental and sustainable development goals. The end of 2013 saw a fundamental reform of the trans-European transport network.

EU Fact Sheets [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [HR](#), [MT](#), [PL](#), [SK](#), [SL](#)

[Assessing the state of Energy Union](#)

Publication type Briefing

Date 12-05-2017

Author WILSON Alex Benjamin

Policy area Energy

Keyword cooperation policy | drafting of EU law | ENERGY | energy cooperation | energy grid | energy policy | ENVIRONMENT | environmental policy | EU emission allowance | EU energy policy | EU finance | EU research policy | European construction | European Fund for Strategic Investments | EUROPEAN UNION | European Union law | INTERNATIONAL RELATIONS | price of energy | PRODUCTION, TECHNOLOGY AND RESEARCH | project of common interest | reduction of gas emissions | renewable energy | research and intellectual property | security of supply | soft energy | trade | TRADE | trans-European network

Summary The European Commission's second report on the state of the Energy Union, delivered in February 2017, paints a picture of considerable progress just two years into the Energy Union strategy. The bulk of new legislative proposals have now been adopted by the Commission. Most are still under consideration in Parliament and Council, although in some cases an interinstitutional agreement has already been secured. The focus of 2017 is therefore negotiations towards the adoption of numerous legislative proposals already on the table, together with a more limited number of new initiatives. The EU and its Member States are well on track to meet the targets of the 2020 climate and energy package in terms of promoting renewables, improving energy efficiency and reducing greenhouse gas emissions. Continued effort is needed to meet the higher targets of the 2030 climate and energy framework. The Energy Union includes a series of concrete actions to implement the 2030 framework, yet the main EU Institutions have shown different levels of ambition in these fields. A new legislative package on low emission mobility is expected in 2017, as well as ongoing actions across a wide range of energy-related areas. This includes measures to improve gas and electricity infrastructure, foster climate and energy diplomacy, and to advance research and innovation on energy technologies.

Briefing [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

Energy policy: general principles

Publication type EU Fact Sheets

Date 01-05-2017

Author STOERRING Dagmara

Policy area Energy

Keyword ENERGY | energy efficiency | energy grid | energy policy | energy supply | ENVIRONMENT | environmental policy | European construction | EUROPEAN UNION | PRODUCTION, TECHNOLOGY AND RESEARCH | reduction of gas emissions | research and development | research and intellectual property | security of supply | single market | strategic reserves | trade | TRADE | trans-European network

Summary Challenges facing Europe in the field of energy include issues such as increasing import dependency, limited diversification, high and volatile energy prices, growing global energy demand, security risks affecting producing and transit countries, the growing threats of climate change, slow progress in energy efficiency, challenges posed by the increasing share of renewables, and the need for increased transparency, further integration and interconnection on energy markets. A variety of measures aiming to achieve an integrated energy market, security of energy supply and sustainability of the energy sector are at the core of the European energy policy.

EU Fact Sheets [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [HR](#), [MT](#), [PL](#), [SK](#), [SL](#)

Research for the TRAN Committee - Transport and Tourism in the Baltic States

Publication type Briefing

Date 30-04-2017

Author TUSZYNSKA Beata | TYNAN DYLAN

Policy area Forward Planning | Transport

Keyword air and space transport | air transport | Baltic States | distribution of EU funding | economic analysis | economic analysis | ECONOMICS | ENERGY | EU finance | EU statistics | Europe | European construction | EUROPEAN UNION | external border of the EU | GEOGRAPHY | inland waterway transport | international law | land transport | LAW | maritime and inland waterway transport | maritime transport | rail transport | renewable energy | road transport | social affairs | SOCIAL QUESTIONS | soft energy | tourism | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary This overview of the transport and tourism sectors in the Baltic States was prepared to provide information for the mission of the Transport and Tourism Committee to Estonia, Latvia and Lithuania from 22 to 24 May 2017.

Briefing [EN](#), [FR](#)

Rail freight in the EU: Developing a tool for more sustainable transport

Publication type Briefing

Date 11-04-2017

Author SCORDAMAGLIA Damiano

Policy area Transport

Keyword carriage of goods | common transport policy | EU finance | EU financing | EU institutions and European civil service | European construction | EUROPEAN UNION | European Union Agency for Railways | international trade | land transport | organisation of transport | rail network | single market | sustainable mobility | technical barrier | TRADE | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport regulations

Summary In the early 20th century, rail was by far the most important mode for hauling goods across Europe. Since then, the freight market has undergone profound changes. In 2014, rail accounted for less than 12 % of all freight in the EU, while its main competitor, road haulage, achieved roughly a 50 % market share. This development entailed environmental concerns, road being considered more detrimental to the environment than rail. In the context of a predicted increase in freight transport, the EU has adopted a broad policy framework and a set of initiatives to promote more sustainable transport where rail freight plays an important role. These range from measures to improve the competitiveness, governance and technical compatibility of the rail sector in general, to specific provisions to support rail freight networks and services. The EU has also provided for a set of financing instruments and programmes. Today, experts seem to share a common understanding of the unsatisfactory performance of rail freight: regulatory and management issues, an uneven playing field and insufficient effectiveness of EU funding are among the main causes that are being discussed. At the same time, a consensus seems to have emerged on the need to increase rail freight in the EU. As a result, recommendations have been made to enhance and stabilise the regulatory environment; improve management and better adapt it to rail freight needs; make more consistent use of EU funds to improve the infrastructure; better exploit the potential of intermodal facilities; and monitor more closely the results achieved. Ongoing steps, such as rail projects at EU and national level and implementation of the EU regulatory framework, are already contributing to making rail freight a more customer-oriented and sustainable mode of transport.

Briefing [EN](#)

[The Eurovignette and the framework to promote a European electronic toll service \(EETS\)](#)

Publication type Briefing

Date 06-03-2017

Author MALMERSJO Gertrud

Policy area Environment | Evaluation of Law and Policy in Practice | Transport | Transposition and Implementation of Law

Keyword axle tax | commercial vehicle | economic analysis | economic geography | ECONOMICS | EU institution | EU institutions and European civil service | EU Member State | European construction | EUROPEAN UNION | FINANCE | GEOGRAPHY | impact study | land transport | motor vehicle | organisation of transport | taxation | toll | trans-European network | TRANSPORT | transport infrastructure | transport policy | vehicle tax

Summary The various reports and assessments show that there are considerable differences in the way vehicle road charges have been implemented across Member States. This means that a fully integrated market is yet to be reached. This is partly due to the flexibility contained in the various legislations which allowed Member States to apply systems that first and foremost fitted with their needs. As transport policy has increasingly become more interlinked with reducing emissions, these differences have become more problematic. The available evidence shows that there are qualitative differences between the road charging systems with distance-based charges being the most effective option. Indeed, it is clear that a move towards this system has been happening for some time now, and that road charges generally vary depending on emissions. The reviews did not find evidence of discrimination against any HGV users. In the area of electronic tolling, substantial variations can also be found. While dedicated short-range communications (DSRC) is the most used system, significant challenges around inter-operability remain. In fact some argue that none of the current systems in use under EETS will increase operability. Technological advances are nevertheless making harmonising these services easier. Although some argue that the gradual harmonisation seen to date has more to do with new technologies than with EU legislation. While a harmonised system is important for the internal market, road charges have also become closely linked with the reduction in emissions according to the 'polluter pay' principle. Following that logic, it would be difficult not to consider road charges for all vehicles. Especially since passenger car emissions make up a higher proportion of GHG emissions than HGVs. Indeed, the Commission's consultation on the topic confirms that wide ranging options are being considered. A broader scope raises more challenges, and as road charges get more sophisticated, i.e. time-based for example, more care needs to be taken that rates do not discriminate against some road users, in particular non-nationals. However, road charges currently make up only a very small proportion of the total costs for the transport sector, which means that behavioural changes solely based on these charges are likely to be limited. To significantly reduce transport emissions, much broader actions will be required.

Briefing [DE](#), [EN](#), [FR](#)

[The liberalisation of EU port services](#)

Publication type Briefing

Date 06-03-2017

Author KATSAROVA Ivana | PAPE Marketa

Policy area Adoption of Legislation by EP and Council | Employment | Internal Market and Customs Union | Regional Development | Transport

Keyword administrative transparency | adoption of a law by vote | BUSINESS AND COMPETITION | competition | control of State aid | European construction | EUROPEAN UNION | executive power and public service | harbour installation | harmonisation of standards | maritime and inland waterway transport | maritime transport | market access | marketing | parliamentary proceedings | POLITICS | PRODUCTION, TECHNOLOGY AND RESEARCH | provision of services | technology and technical regulations | TRADE | trade policy | trans-European network | TRANSPORT

Summary Serving as access points to Europe, the European Union's approximately 1 200 seaports are crucial both for its transport sector and its competitiveness. They also have significant potential for creating jobs and attracting investors. The European Commission plans to redress the huge disparities in performance levels by modernising the port services offered by the EU's 329 main seaports. The reform is aimed at eliminating unfair competition, guaranteeing a level playing field and improving the commercial efficiency of ports. Two previous attempts to liberalise port services (in 2001 and 2004) provoked controversy, particularly regarding their social/labour market aspects, and were rejected by the European Parliament. The latest initiative combines a legislative and a 'soft' approach. The previously contentious cargo handling and passenger services will not be opened up to the market through legislation. Instead, the Commission is focusing on establishing a clear framework for market access to port services and common rules on the transparency of public funding for ports and the charges for users. The 'soft' approach comprises an action plan and the launch of sectoral social dialogue. This briefing updates an earlier edition, of 6 December 2016, PE 595.829.

Briefing [EN](#)

[The European Electronic Communications Code and the Body of European Regulators for Electronic Communication \(BEREC\)](#)

Publication type Briefing

Date 23-01-2017

Author KONONENKO Vadim

Policy area Ex-ante Impact Assessment | Industry | Internal Market and Customs Union

Keyword communications | consumption | economic analysis | ECONOMICS | EDUCATION AND COMMUNICATIONS | EU institutions and European civil service | EU office or agency | European construction | EUROPEAN UNION | impact study | information technology | operation of the Institutions | radio telecommunications | regulation of telecommunications | TRADE | trans-European network | transmission network | universal service

Summary Overall, the IA presents a comprehensive and well-researched explanation of the evidence base of the legislative proposals. However, the nature of the proposals (one of them being a recast of four existing directives) has posed an obvious challenge in terms of keeping the report concise and readable. The IA clearly exceeds the length recommended in the better regulation guidelines. The report presents stakeholder views well, although the consultation itself focused more on the review process in general than on the specific options for future policy. Finally, the overly general presentation of monitoring instruments represents a significant shortcoming of the report, especially given the importance of effective monitoring mechanisms in assessing the implementation of legislation.

Briefing [DE](#), [EN](#), [FR](#)

[European Energy Industry Investments](#)

Publication type Study

Date 16-01-2017

External author Luc VAN NUFFEL, Koen RADEMAEKERS, Jessica YEARWOOD and Verena GRAICHEN

Policy area Energy | Transposition and Implementation of Law

Keyword climate change policy | common strategy | construction and town planning | economic analysis | ECONOMICS | electricity supply | ENERGY | energy efficiency | energy policy | energy policy | ENVIRONMENT | environmental policy | EU Emissions Trading Scheme | EU market | EU statistics | European construction | EUROPEAN UNION | European Union law | Framework Programme for Research and Development | harmonisation law | industrial infrastructure | industrial structures and policy | INDUSTRY | LAW | PRODUCTION, TECHNOLOGY AND RESEARCH | project of common interest | research and intellectual property | SOCIAL QUESTIONS | sources and branches of the law | TRADE | trade policy | trans-European network

Summary This study was prepared at the request of the European Parliament's Committee on Industry, Research and Energy (ITRE). The paper provides an overall assessment of European investments in the electricity sector. It concludes by providing policy recommendations to facilitate the investments in the electricity sector which are needed to enable a transition to a low carbon energy supply, while realising a fully integrated and interconnected electricity system, enhancing competitiveness and ensuring security of electricity supply.

Study [EN](#)

[Reforming e-Communications Services: A Critical Assessment](#)

Publication type In-Depth Analysis

Date 16-01-2017

External author Andrea Renda

Policy area Adoption of Legislation by EP and Council | Consumer Protection | EU Law: Legal System and Acts | Evaluation of Law and Policy in Practice | Forward Planning | Internal Market and Customs Union

Keyword BUSINESS AND COMPETITION | business organisation | communications | competitiveness | consumer protection | consumption | digital single market | EDUCATION AND COMMUNICATIONS | European construction | EUROPEAN UNION | exchange of information | information and information processing | innovation | Internet | mobile communication | PRODUCTION, TECHNOLOGY AND RESEARCH | regulation of telecommunications | research and intellectual property | single market | TRADE | trans-European network | transmission network | universal service

Summary This report analyses the proposed reform of the e-communications regulatory framework presented by the European Commission in September 2016. While many of the proposed changes appear meaningful, the report argues that overall the proposal does not entirely reflect the lessons learned from the past two decades of e-communications regulation in Europe, and ends up being at once too conservative (i.e. incremental with respect to legacy rules); fragile, since its effectiveness crucially depends on governance reform; and "retro", since it does not incorporate principles of flexible, adaptive regulation in its overarching framework. The report argues that the merits of a lighter, ex post approach to e-communications were not sufficiently gauged by the European Commission in its impact assessment. The report was prepared at the request of Policy Department A and the IMCO Committee.

In-Depth Analysis [EN](#)

[Logistics in the EU and multimodal transport in the TEN-T corridors](#)

Publication type At a Glance

Date 11-01-2017

Author PAPE Marketa

Policy area Transport

Keyword carriage of goods | common transport policy | distribution of EU funding | EU finance | European construction | EUROPEAN UNION | inland waterway transport | land transport | maritime and inland waterway transport | organisation of transport | rail transport | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary In line with EU climate and energy targets, EU transport policy supports multimodal transport which combines transport modes while limiting their overall impact on the environment. The European Parliament is to vote in January 2017 on an own-initiative report proposing to make multimodality the cornerstone of the trans-European transport network's implementation.

At a Glance [EN](#)

[Research For TRAN Committee - The EU Maritime Transport System: Focus on Ferries](#)

Publication type Study

Date 16-11-2016

Policy area Evaluation of Law and Policy in Practice | Transport

Keyword civil law | clean technology | combined transport | common transport policy | ENERGY | energy efficiency | energy policy | European construction | EUROPEAN UNION | ferryboat | international affairs | international convention | INTERNATIONAL RELATIONS | LAW | liability | marine fuel | maritime and inland waterway transport | maritime safety | oil industry | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | soft energy | soft energy | sustainable mobility | technology and technical regulations | trans-European network | TRANSPORT | transport accident | transport economics | transport policy | transport regulations

Summary This study provides a concise overview of passenger ferries as part of the EU Maritime Transport System, focussing on their role in contributing to multimodality. It outlines the ferry industry from a wide perspective, with analysis across spatial scales, from urban to long distance, and with respect to its implications within an economic context. Technological developments and innovations are addressed in view of applicable environmental Regulations.

Study [EN](#)

The fourth railway package: 'Technical pillar'

Publication type At a Glance

Date 25-04-2016

Author SCORDAMAGLIA Damiano

Policy area Adoption of Legislation by EP and Council | Transport

Keyword administrative formalities | approval | competence of the institution | EU institutions and European civil service | European construction | EUROPEAN UNION | European Union Agency for Railways | executive power and public service | land transport | political framework | POLITICS | politics and public safety | PRODUCTION, TECHNOLOGY AND RESEARCH | rail network | supervisory body | technology and technical regulations | trans-European network | TRANSPORT | transport policy | transport safety | vehicle on rails

Summary Running a train from one country to another is fairly complex and costly as it requires technical compatibility of different railway systems and infrastructure, as well as a common approach to safety. Despite the noteworthy achievements made by the EU since the late 1980s to harmonise rail systems and to create an integrated EU railway area, improvement is still needed to streamline the procedures and the management of technical systems and rules.

At a Glance [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

Multimedia [Technical pillar of the fourth railway package](#)

Improving the security of energy supply by developing the internal energy market: more efforts needed (European Court of Auditors' Special Report No 16/2015) - Implementation in Action

Publication type Briefing

Date 13-04-2016

Author MALMERSJO Gertrud

Policy area Energy | Evaluation of Law and Policy in Practice | Internal Market and Customs Union | Transposition and Implementation of Law

Keyword application of EU law | cooperation policy | electrical and nuclear industries | electrical industry | ENERGY | energy cooperation | energy grid | energy law | energy policy | energy supply | EU finance | EU financing | European construction | EUROPEAN UNION | European Union law | INTERNATIONAL RELATIONS | natural gas | oil industry | political framework | POLITICS | security of supply | single market | supervisory power | trade | TRADE | trans-European network

Summary The Court of Auditors' report found that although progress had been made, the objective of completing the internal energy market by 2014 had not been reached, and that more and better targeted infrastructure initiatives were needed. A generally broad agreement exists between ECA and the European Commission about what the priorities are to increase the effectiveness of the internal energy market, i.e. increase regional cooperation, improve cross-border capacity and review ACER's powers. The European Commission's Energy Union framework will be the main instrument to increase implementation, strengthen European cooperation and harmonise standards across energy networks. However, given that the composition of the energy market is within the remit of Member States, their individual priorities will also influence any Europe-wide efforts. While agreeing with ECA that an EU-level infrastructure needs assessment was important, the European Commission did not see the need to bring more analytical capacity in-house. In terms of funding, while more rigorous funding criteria will come into force in 2016, the European Commission disagrees with ECA that legislation is needed to ensure that key infrastructure projects benefit the internal market, arguing that flexibility in EU funding is key to success. Given that most legislative proposals planned for Energy Union have yet to come, it will be important to monitor to what extent these initiatives meet the concerns outlined by ECA in this report and reflect the demands made by Parliament in its recent resolutions.

Briefing [EN](#)

Research for TRAN Committee - Transport and Tourism in Romania

Publication type Briefing

Date 15-03-2016

Author TUSZYNSKA Beata

Policy area Evaluation of Law and Policy in Practice | Tourism | Transport

Keyword air and space transport | air transport | carriage of goods | carriage of passengers | economic conditions | economic geography | economic situation | ECONOMICS | Europe | European construction | European Region | European territorial cooperation | EUROPEAN UNION | GEOGRAPHY | inland waterway transport | land transport | maritime and inland waterway transport | maritime transport | organisation of transport | political geography | rail transport | regions and regional policy | road transport | Romania | social affairs | SOCIAL QUESTIONS | tourism | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport statistics | urban transport

Summary This overview of the transport and tourism sectors in Romania was prepared to provide the information for the mission of the Transport and Tourism Committee to Romania (29-31 March 2016).

Briefing [EN](#)

[Energy Union: Key Decisions for the Realisation of a Fully Integrated Energy Market](#)

Publication type Study

Date 15-03-2016

External author Luc VAN NUFFEL (Trinomics), Koen RADEMAEKERS (Trinomics), Jessica YEARWOOD TRAVEZAN (Trinomics), Maaike POST (Trinomics), Onne HOOGLAND (Trinomics) and Pepa LOPEZ (Aether)

Policy area Consumer Protection | Employment | Industry | Research Policy

Keyword economic geography | electrical and nuclear industries | electrical industry | ENERGY | energy grid | energy law | energy policy | EU finance | EU financing | EU institutions and European civil service | EU policy - national policy | Europe | European construction | EUROPEAN UNION | European Union Agency for the Cooperation of Energy Regulators | executive power and public service | gas industry | GEOGRAPHY | governance | Hungary | intra-EU trade | market intervention | oil industry | political geography | POLITICS | price of energy | single market | TRADE | trade policy | trans-European network

Summary This study, provided by the Policy Department A at the request of the ITRE Committee gives an overview and analysis of the main EU policies, measures and instruments that contribute to the realisation of fully integrated and well-functioning electricity and gas markets in Europe. Detailed case studies explore capacity remuneration mechanisms, electricity market coupling, and cross-border gas trade between Hungary and its neighbours. Policy recommendations to improve the effectiveness of the integration process are formulated based on the key findings.

[Study EN](#)

[Research for TRAN Committee - Logistics in the TEN-T Corridors](#)

Publication type Study

Date 14-03-2016

External author Wolfgang Schade, Werner Rothengatter and Simon Mader

Policy area Tourism | Transport

Keyword BUSINESS AND COMPETITION | carriage of goods | carriage of passengers | combined transport | common transport policy | European construction | EUROPEAN UNION | inland waterway transport | intelligent transport system | land transport | logistics | management | maritime and inland waterway transport | organisation of transport | rail transport | road transport | trans-European network | TRANSPORT | transport infrastructure | transport network | transport policy

Summary This note assesses the status of logistics and the way to achieve a performing multi-modal transport system on the TEN-T core network by making use of/improving existing policy instruments. It shows that interoperability of railways and multi-modal terminals are crucial issues along the nine corridors of the core network.

[Study EN](#)

[The economic impact of suspending Schengen](#)

Publication type At a Glance

Date 04-03-2016

Author KARAKAS Cemal

Policy area Area of Freedom, Security and Justice | Economics and Monetary Issues

Keyword border control | economic analysis | economic consequence | ECONOMICS | EMPLOYMENT AND WORKING CONDITIONS | EU situation | euro | European construction | EUROPEAN UNION | FINANCE | frontier worker | internal border of the EU | international affairs | international law | INTERNATIONAL RELATIONS | intra-EU trade | labour market | LAW | monetary relations | POLITICS | politics and public safety | Schengen Agreement | TRADE | trade policy | trans-European network | withdrawal from an agreement

Summary The suspension of the Schengen Agreement and re-establishment of permanent border controls would lead to a restriction of the four freedoms of the Single Market and have a negative economic impact. Estimates show that the costs of rolling back Schengen would – depending on region, sector and alternative trade channels – be between €5 billion and €18 billion per year. Please click here for the full publication in PDF format

[At a Glance EN](#)

[Research for TRAN Committee - Connectivity and Accessibility of Transport Infrastructure in Central and Eastern European EU Member States](#)

Publication type In-Depth Analysis

Date 01-03-2016

External author Wolfgang Schade, Werner Rothengatter and Simon Mader

Policy area Tourism | Transport

Keyword Central and Eastern European Countries | common transport policy | economic geography | EU finance | EU financing | Europe | European construction | EUROPEAN UNION | GEOGRAPHY | length of journey | organisation of transport | trans-European network | TRANSPORT | transport infrastructure | transport network | transport policy | transport statistics

Summary Since the pre-accession phases, the Member States located in Central and Eastern Europe have been receiving EU funding to be invested in transport infrastructure. These investments have improved connectivity and accessibility in these Member States substantially. This note shows, however, that gaps remain. It also analyses how current policy instruments could contribute to close such gaps, and how this policy could be improved.

[In-Depth Analysis EN](#)

Assessment of Connecting Europe Facility

Publication type In-Depth Analysis

Date 18-01-2016

External author Blomeyer and Sanz

Policy area Budget

Keyword budget | BUSINESS AND COMPETITION | commitment of expenditure | common transport policy | communications | economic geography | EDUCATION AND COMMUNICATIONS | ENERGY | energy policy | energy policy | EU budget | EU finance | EU financial instrument | EU Member State | European construction | EUROPEAN UNION | FINANCE | GEOGRAPHY | management | payment appropriation | project evaluation | project of common interest | telecommunications | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary The paper assesses the first two years of Connecting Europe Facility (CEF), taking into account its initial backloading in 2014-2015 as per 2013 agreement on the Multiannual Financial Framework (MFF) 2014-2020, as well as the evolution and the new priorities since the MFF agreement. It provides key information on the CEF, summarises the programme's performance to date, discusses the budget cuts, and presents conclusions on the basis of the assessment.

In-Depth Analysis [EN](#)

Research for TRAN Committee - Transport and Tourism in Finland

Publication type Briefing

Date 15-01-2016

Author RATCLIFF Christina

Policy area Evaluation of Law and Policy in Practice | Tourism | Transport

Keyword air and space transport | air transport | carriage of goods | carriage of passengers | economic geography | ENERGY | energy market | energy policy | ENVIRONMENT | environmental policy | Europe | European construction | EUROPEAN UNION | Finland | GEOGRAPHY | inland waterway transport | land transport | Lapland | maritime and inland waterway transport | maritime transport | organisation of transport | political geography | rail transport | reduction of gas emissions | regions of EU Member States | renewable energy | road transport | social affairs | SOCIAL QUESTIONS | soft energy | substitute fuel | tourism | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport statistics

Summary This overview of the transport and tourism sectors in Finland was prepared to provide information for the mission of the Transport and Tourism Committee to Finland (8-11 February 2016).

Briefing [EN](#)

Adriatic and Ionian Region: Socio-Economic Analysis and Assessment of Transport and Energy Links

Publication type Study

Date 15-12-2015

External author Kovacevic Aleksandar and Pagella Paolo

Policy area Regional Development

Keyword Adriatic Sea | Albania | Bosnia and Herzegovina | combined transport | cooperation policy | Croatia | economic analysis | economic analysis | economic geography | economic policy | ECONOMICS | ENERGY | energy policy | energy policy | ENVIRONMENT | environmental policy | environmental policy | EU regional policy | Europe | European construction | EUROPEAN UNION | GEOGRAPHY | Greece | INTERNATIONAL RELATIONS | Ionian Sea | Italy | Montenegro | natural environment | organisation of transport | political geography | regional cooperation | regions and regional policy | renewable energy | Serbia | Slovenia | social affairs | social framework | SOCIAL QUESTIONS | socioeconomic conditions | soft energy | statistics | sustainable development | tourism | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary This study is aimed at describing the socio-economic situation and the state of play of energy, transport and tourism linkages in the Adriatic and Ionian Region. It identifies development gaps between EU Member States and non-EU countries that participate in the European Union Strategy for the AIR. It also identifies risks and opportunities of the EU Strategy for Adriatic-Ionian Region and outlines the critical importance of these opportunities for the economic development of the AIR.

Study [EN](#)

The Results and Efficiency of Railway Infrastructure Financing within the EU

Publication type Study
Date 15-10-2015
External author Claus DOLL (Fraunhofer Institute for Systems and Innovation Research - ISI), Werner ROTHENGATTER (Karlsruhe Institute of Technology) and Wolfgang SCHADE (M-Five GmbH Mobility, Futures, Innovation, Economics)
Policy area Budget | Budgetary Control | Evaluation of Law and Policy in Practice | Transport | Transposition and Implementation of Law
Keyword accounting | BUSINESS AND COMPETITION | case study | common transport policy | cost-effectiveness analysis | documentation | economic analysis | ECONOMICS | EDUCATION AND COMMUNICATIONS | EU finance | EU financing | European construction | EUROPEAN UNION | FINANCE | financing and investment | financing method | high-speed transport | impact study | intra-EU transport | land transport | management | organisation of transport | project evaluation | rail network | trans-European network | TRANSPORT | transport infrastructure | transport policy
Summary Upon request by the Committee on Budgetary Control (CONT) this study analyses the results, efficiency and effectiveness of the EU investment in rail infrastructure with a special focus on cross border rail projects. Beginning with a discussion of the reasons for the moderate success of EU railway policy it investigates four case studies with a focus on effectiveness of funding schemes and success of removing bottlenecks, particularly at border crossings, to improve attractiveness of the railway mode. Recommendations are given for a more efficient joint development of a European rail network by the Member States and the EU and a further development of funding schemes tailored to railways.
Study [DE](#), [EN](#), [FR](#)

High-speed rail in the EU

Publication type Briefing
Date 29-09-2015
Author SCORDAMAGLIA Damiano
Policy area Transport
Keyword accounting | BUSINESS AND COMPETITION | carriage of passengers | Cohesion Fund | common transport policy | cost analysis | economic analysis | economic consequence | economic geography | ECONOMICS | ENVIRONMENT | environmental impact | environmental policy | EU finance | EU institutions and European civil service | Europe | European construction | European Regional Development Fund | EUROPEAN UNION | European Union Agency for Railways | France | GEOGRAPHY | Germany | high-speed transport | intra-EU transport | Italy | land transport | length of journey | organisation of transport | political geography | rail transport | Spain | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport statistics | United Kingdom
Summary High-speed rail (HSR) started developing in Europe in the late 1970s, first in France and Italy, and subsequently in Germany, Spain and the UK, among others. In the early stages, its development took place largely at national level. The EU started providing specific support to European rail projects with the establishment of the trans-European transport network (TEN-T) in the early 1990s, some priority projects of which concern HSR. The EU also promotes HSR development through other means, including technical harmonisation measures, security systems and funding instruments. The importance of high-speed rail has increased over time in the EU in terms of network length, number of passengers carried and modal share. Nevertheless, EU Member States each have their own specific characteristics in this regard. The impact of HSR on economic growth and sustainable regional and urban development is not easily measurable, each project having to be analysed individually. HSR can contribute significantly towards meeting some of the objectives – notably on energy efficiency and reduction of emissions – set by the 2011 European Commission White Paper on Transport. To this end, specific targets for developing the HSR network are set out in the Roadmap to a Single European Transport Area. Worldwide, the development of HSR lines could also provide commercial opportunities for the technological know-how of the EU rail industry on foreign markets. However, the sector's future depends on a diverse range of political, economic and technical factors or challenges, among them the increasing costs of rail works and infrastructure, varying rates of investment returns, and the adverse impacts of the recent economic crisis. In the context of budgetary constraints, public authorities in some EU countries have questioned HSR's overall added value.
Briefing [EN](#)

An overview of the Trans-European Transport Network

Publication type Briefing
Date 17-09-2015
Author PAPE Marketa
Policy area Transport
Keyword common transport policy | EU finance | EU financing | European construction | EUROPEAN UNION | FINANCE | financing and investment | investment promotion | investment protection | organisation of transport | trans-European network | TRANSPORT | transport network | transport policy
Summary Since 2013, the European Union's transport infrastructure policy has been based on a refocused systematic approach. It aims at transforming the patchwork of national transport infrastructures into a trans-European transport network (TEN-T) which will allow people and goods to move quickly and easily throughout the EU. The development of the network is based on revised TEN-T infrastructure guidelines and the newly-created Connecting Europe Facility (CEF). It focuses primarily on the most strategic transport connections – the core network – which is composed of nine transport corridors. Each corridor is multimodal and includes at least three Member States and crosses at least two borders. Priority is given to eliminating missing links (mostly in cross-border sections) and building multimodal connections, removing existing bottlenecks and ensuring interoperability, while reducing greenhouse gas emissions from transport. Even though the EU budget provides substantial funding for infrastructure in Europe, the largest part of financing for projects comes from the Member States. As public funds are limited, the EU offers several possibilities for assistance in financing infrastructure projects. Besides grants, different financial instruments have been developed, such as loan guarantees and project bonds, which are increasingly used both under the CEF and the newly created European Fund for Strategic Investments. The European Parliament has been an active promoter of the TEN-T, shaping the legislation and securing sufficient financing. It also follows the TEN-T development closely, including in cooperation with the European coordinators.
Briefing [EN](#)

[Overview of EU Funds for research and innovation](#)

Publication type Briefing

Date 17-09-2015

Author REILLON Vincent

Policy area Research Policy

Keyword electrical and nuclear industries | ENERGY | ENVIRONMENT | environmental policy | environmental research | EU finance | EU financing | EU programme | EU research policy | European construction | European treaties | EUROPEAN UNION | European Union law | Framework Programme for Research and Development | industrial research | innovation | nuclear research | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | research and intellectual property | research expenditure (EU) | satellite navigation | trans-European network | TRANSPORT

Summary European funding for research activities was envisaged in the first Community Treaties, related to coal and steel and nuclear energy, and was extended in the early 1980s with the establishment of a European framework programme for research. Research policy was subsequently progressively integrated in the Treaties, to become a shared competence between the European Union (EU) and its Member States.

European funds for research and innovation activities are distributed between several interlinked EU programmes. For the current period (2014-20), the main programme, Horizon 2020 (the eighth framework programme for research and innovation) is fully dedicated to funding such activities across all policy fields. Sectoral programmes also fund research and innovation activities in the fields of space research (Copernicus, Galileo); nuclear energy (Euratom Research and Training Programme, International Thermonuclear Experimental Reactor); and coal and steel production. The European Structural and Investment Funds, implemented at regional level, can be used to support the development of research and innovation capacities at local levels.

These programmes will provide a global estimated budget of more than €120 billion in EU funds to support research and innovation activities in the period 2014-20.

Five other programmes are connected to, or impact on, research and innovation activities: COSME, Erasmus+, the Health programme, the Life programme and the Connecting Europe Facility.

[Briefing](#) [EN](#)

[Mid-term review of the White Paper on Transport](#)

Publication type At a Glance

Date 02-09-2015

Author PILLATH Susanne

Policy area Transport

Keyword BUSINESS AND COMPETITION | business organisation | combined transport | common transport policy | competitiveness | EMPLOYMENT AND WORKING CONDITIONS | European construction | EUROPEAN UNION | organisation of transport | organisation of work and working conditions | road safety | single market | sustainable mobility | trans-European network | TRANSPORT | transport market | transport policy | working conditions

Summary In its White Paper on Transport, adopted in 2011, the European Commission set out a roadmap towards a competitive and resource-efficient transport system in the EU. This strategy outlines initiatives and measures to be taken in transport policy in the decade 2011-20. At the September I plenary session, Parliament is due to debate an own-initiative report which takes stock of the implementation of the strategy at its mid-term, and assesses the focus of European transport policy for the coming years.

[At a Glance](#) [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

[Connecting Europe Facility](#)

Publication type Briefing

Date 01-09-2015

Author PAPE Marketa | PARRY Matthew | WILSON Alex Benjamin

Policy area Budget | Energy | Transport

Keyword communications | economic policy | ECONOMICS | EDUCATION AND COMMUNICATIONS | ENERGY | energy grid | energy policy | EU finance | EU financial instrument | EU growth strategy | European construction | EUROPEAN UNION | executive power and public service | information technology and data processing | innovation | intelligent transport system | organisation of transport | POLITICS | PRODUCTION, TECHNOLOGY AND RESEARCH | project of common interest | public-private partnership | research and intellectual property | sustainable development | sustainable mobility | telematics | trans-European network | transmission network | TRANSPORT | transport network | transport policy

Summary The European Commission estimates that some €970 billion should be invested in trans-European transport, telecommunications and energy network infrastructure by 2020 if Europe is to reach its full potential in terms of growth and cohesion. The Connecting Europe Facility (CEF) is designed to contribute to this objective, through a mix of grants, procurement, financial instruments and project support.

[Briefing](#) [EN](#)

[Broadband infrastructure: Supporting the digital economy in the European Union](#)

Publication type In-Depth Analysis

Date 01-09-2015

Author DAVIES Ron

Policy area Development and Humanitarian Aid | Economics and Monetary Issues | Internal Market and Customs Union

Keyword communications | digital divide | economic analysis | economic consequence | economic policy | economic structure | ECONOMICS | EDUCATION AND COMMUNICATIONS | EU finance | EU financing | European construction | EUROPEAN UNION | information and information processing | Internet | investment aid | knowledge economy | regulation of telecommunications | telecommunications equipment | telecommunications policy | trans-European network | transmission network

Summary Broadband refers to internet connections capable of delivering information at fast speeds, using a variety of different wireline or wireless technologies. Fast access is important to the development of a digital economy in the European Union: economists believe that broadband deployment increases employment and spurs economic growth. Basic broadband is available to virtually all citizens in the European Union, but progress still needs to be made in coverage and take-up of fast and ultra-fast broadband if the EU's targets are to be met by 2020. Policy-makers can influence broadband deployment through a wide range of policies, including targets and digital policies, telecommunications regulations and state aid rules. Alongside efforts of authorities in Member States, EU public funding can also be provided to support building broadband infrastructure in areas, such as rural communities, where the population density may not be great enough to justify private investment alone.

In-Depth Analysis [DE](#), [EN](#), [FR](#)

[Romania's General Transport Master Plan and Rail System](#)

Publication type In-Depth Analysis

Date 15-06-2015

Author THOMAS Marc

Policy area Evaluation of Law and Policy in Practice | Transport

Keyword common transport policy | corruption | criminal law | economic geography | EU finance | EU financing | Europe | European construction | EUROPEAN UNION | GEOGRAPHY | land transport | LAW | organisation of transport | political geography | rail transport | Romania | trans-European network | TRANSPORT | transport infrastructure | transport network | transport planning | transport policy | transport statistics

Summary Romania's General Transport Master Plan is currently under preparation. This note summarizes its content with regard to rail transport. It also briefly describes the Romanian rail system and sheds light on the advanced state of disrepair of the infrastructure and the subsequent traffic volume collapse.

In-Depth Analysis [EN](#)

[EFSI and the Trans-European Transport Network](#)

Publication type At a Glance

Date 28-05-2015

Author PAPE Marketa

Policy area Transport

Keyword common transport policy | EU budget | EU finance | EU institutions and European civil service | European construction | EUROPEAN UNION | FINANCE | financing and investment | fund (EU) | interinstitutional relations (EU) | investment project | investment promotion | organisation of transport | trans-European network | TRANSPORT | transport infrastructure | transport network | transport policy

Summary The economic and financial crisis curbed investments in the EU by about 15% compared to 2007 levels, putting achievement of the Europe 2020 Strategy targets at risk. As a remedy, the European Commission put forward 'An Investment Plan for Europe', proposing to mobilise at least €315 billion in additional investment over the next three years, better match initiatives to the needs of the real economy and remove investment barriers. To implement the plan, the Commission tabled a legislative proposal in January 2015 to create a European Fund for Strategic Investments (EFSI), which opened a debate on financing EU infrastructure networks.

At a Glance [EN](#)

[Cycling mobility in the EU](#)

Publication type Briefing

Date 20-05-2015

Author PAPE Marketa

Policy area Regional Development | Tourism | Transport

Keyword accounting | BUSINESS AND COMPETITION | climate change policy | construction and town planning | cost-benefit analysis | cycle track | economic geography | ENVIRONMENT | environmental impact | environmental policy | equitable tourism | EU finance | EU Member State | EU programme | European construction | EUROPEAN UNION | fund (EU) | GEOGRAPHY | health | land transport | public health | road safety | social affairs | SOCIAL QUESTIONS | sustainable mobility | tourism policy | town planning | trans-European network | TRANSPORT | transport infrastructure | transport policy | two-wheeled vehicle

Summary As an everyday activity for millions of Europeans, cycling is increasing in importance in European society. In economic and social terms, it influences or impacts upon transport, mobility, environment and climate change, the economy and tourism. Currently, no cycling strategy exists at EU level. Cycling policies are a matter for Member States, which provide the regulatory frameworks and – in many cases – country-wide cycling programmes, while concrete actions are generated mostly at local or regional levels, notably in cities. Nevertheless, the EU has taken an active role in cycling promotion, trying to make the best use of this mode of transport, including in efforts to achieve Europe 2020 strategy targets. Accordingly, a number of EU policies and programmes take cycling into account. The EU's overall approach aims to bring about a lasting change in people's behaviour, in favour of more cycling. To attain this goal, several different aspects of cycling promotion could benefit from coordinated development. EU support consists principally of guidance, exchange of best practice, and financial support, oriented towards local and regional authorities promoting a stronger culture of cycling mobility. More and more people use cycling for their everyday travel. As a means of transport over short distances, cycling brings certain economic, environmental and health-related benefits. In parallel, cycling for leisure and tourism is also evolving, thanks to a growing network of cycle paths. One of the most visible cycling developments is taking place in cities, where recent trends such as the introduction of bicycle sharing systems, electric bicycles and cargo bikes, are transforming the cityscape and contributing to a broader acceptance of cycling in society. For its part, the European Parliament contributes to cycling promotion with continuous active support. Stakeholders are already looking ahead and aiming for a coordinated EU approach to cycling.

Briefing [EN](#)

['Shift to Rail' – Research for EU rail transport](#)

Publication type At a Glance

Date 26-03-2015

Author SCORDAMAGLIA Damiano

Policy area Research Policy | Transport

Keyword common transport policy | EU finance | EU financing | EU institutions and European civil service | European construction | European Joint Undertaking | EUROPEAN UNION | executive power and public service | Framework Programme for Research and Development | INDUSTRY | innovation | institutional structure | land transport | mechanical engineering | POLITICS | PRODUCTION, TECHNOLOGY AND RESEARCH | public-private partnership | rail transport | railway industry | research and intellectual property | trans-European network | TRANSPORT | transport policy

Summary The EU is faced with major societal issues such as rising transport demand, traffic and road congestion, security of energy supply and cutting CO2 emissions. Greater reliance on rail transport and improvements to the sector's competitiveness and resource-efficiency could help tackle these problems. To this end, a new EU initiative for a public-private partnership, the 'Shift to Rail Joint Undertaking' (S2R JU), was established in 2014 under the Horizon 2020 programme, in order to boost and coordinate research and innovation in rail products, processes and services.

At a Glance [EN](#)

[The Cost of Non-Europe in Transport](#)

Publication type Briefing

Date 19-03-2015

Author CLAROS GIMENO Eulalia | NOGAJ Monika

Policy area European Added Value | Transport

Keyword accounting | air and space transport | air transport | BUSINESS AND COMPETITION | carriage of goods | carriage of passengers | common transport policy | cost-benefit analysis | European construction | EUROPEAN UNION | land transport | maritime and inland waterway transport | maritime transport | organisation of transport | rail transport | road transport | single market | trans-European network | TRANSPORT | transport infrastructure | transport market | transport policy

Summary Transport is a vital component of the EU economy with huge untapped potential. The sector suffers however from remaining barriers, gaps and market inefficiencies that create substantial costs and that could be addressed through further action at EU level. The gains that could be achieved from addressing the identified issues in the four modes of transport - rail, road, air and maritime - are estimated to amount to at least 8.6 billion euros annually. While the four sectors show similarities in terms of market fragmentation and lack of competitiveness, each sector requires its own approach to reform. This document summarises the main elements that build up the Cost of Non-Europe in the transport sector. This is an updated version of a briefing published in January 2015.

Briefing [EN](#)

European Council Conclusions: A Rolling Check-List of Commitments to Date (Third edition)

Publication type Study

Date 18-03-2015

Author BACIAN Izabela Cristina | DE FINANCE Stanislas | DRACHENBERG Ralf | MOERMAN Josephine | TENHUNEN Susanna

Policy area Adoption of Legislation by EP and Council | Area of Freedom, Security and Justice | Development and Humanitarian Aid | Economics and Monetary Issues | Employment | Energy | Environment | Financial and Banking Issues | Foreign Affairs | International Trade | Social Policy

Keyword area of freedom, security and justice | citizens' Europe | climate change policy | common commercial policy | common foreign and security policy | Economic and Monetary Union | employment | EMPLOYMENT AND WORKING CONDITIONS | ENERGY | energy policy | energy policy | ENVIRONMENT | environmental policy | EU employment policy | EU institutions and European civil service | EU migration policy | EU research policy | European construction | European Council | EUROPEAN UNION | FINANCE | financial legislation | free movement of capital | migration | monetary economics | PRODUCTION, TECHNOLOGY AND RESEARCH | research and intellectual property | single market | SOCIAL QUESTIONS | TRADE | trade policy | trans-European network

Summary In this third edition of the overview of European Council Conclusions, presented in the form of a Rolling Check-List of Commitments, the European Council Oversight Unit has been monitoring and analysing the delivery of the European Council on the commitments made in the conclusions of its meetings, as well as its various responsibilities either in law or on the basis of intergovernmental agreements. The Check-List covers seven broad policy areas contained in seven chapters: Financial and Economic Affairs; Employment and Social Policies Agenda and Strategy; Competitiveness; Climate and Energy Strategies; Freedom, Security and Justice; External Policies; and Development. This compendium is designed to assist the Parliament in exercising its important oversight role in the months and years ahead.

Study [EN](#)

Outlook for the European Council of 19-20 March 2015: Pre-European Council Briefing

Publication type Briefing

Date 18-03-2015

Author BACIAN Izabela Cristina | DE FINANCE Stanislas | DRACHENBERG Ralf | MOERMAN Josephine | TENHUNEN Susanna

Policy area Adoption of Legislation by EP and Council | Area of Freedom, Security and Justice | Economics and Monetary Issues | Energy | European Semester | Foreign Affairs

Keyword Africa | climate change policy | common foreign and security policy | coordination of EMU policies | economic geography | economic sanctions | ENERGY | energy policy | energy policy | ENVIRONMENT | environmental policy | EU institutions and European civil service | Europe | European construction | European Council | EUROPEAN UNION | FINANCE | financing and investment | GEOGRAPHY | international affairs | INTERNATIONAL RELATIONS | international sanctions | international security | investment promotion | Libya | monetary economics | negotiation of an agreement (EU) | political geography | Russia | settlement of disputes | trade agreement (EU) | trans-European network | Ukraine

Summary The Spring European Council will focus on building a European Energy Union. The Heads of State or Government will also exchange views on the economic situation and conclude the first phase of the European Semester for 2015, which includes giving guidance to Member States for the preparation of their national reforms and the stability or convergence programmes. They are also likely to consider the progress on the European Fund for Strategic Investments (EFSI) and the state of play in the negotiations with the US on the Transatlantic Trade and Investment Partnership (TTIP). On the external relations agenda, the European Council is expected to discuss relations with Russia and the situation in Ukraine, in particular the implementation of the Minsk II Agreement, and agree on possible further steps. The difficult situation in Libya and its security implications for the EU will also be on the agenda. EU leaders are also expected to prepare the Eastern Partnership Summit in Riga on 21-22 May 2015.

Briefing [EN](#)

Transport in Turkey - Major Trends and Issues

Publication type Briefing

Date 16-03-2015

Author THOMAS Marc

Policy area Transport

Keyword air and space transport | air transport | Asia and Oceania | civil law | economic geography | Europe | European construction | EUROPEAN UNION | FINANCE | financing and investment | GEOGRAPHY | inland waterway transport | investment project | land transport | LAW | maritime and inland waterway transport | maritime transport | organisation of transport | political geography | privatisation | rail transport | road transport | trans-European network | TRANSPORT | transport infrastructure | transport network | transport policy | transport statistics | Türkiye

Summary This overview of the current situation and trends in the Turkish transport sector was prepared to provide information to the Parliamentary Delegation to Turkey (7-9 April 2015).

Briefing [EN](#)

[Energy Union](#)

Publication type [Briefing](#)

Date 05-03-2015

Author ERBACH Gregor

Policy area [Energy](#)

Keyword [climate change policy](#) | [ENERGY](#) | [energy diversification](#) | [energy efficiency](#) | [energy grid](#) | [energy policy](#) | [energy research](#) | [energy supply](#) | [ENVIRONMENT](#) | [environmental policy](#) | [European construction](#) | [EUROPEAN UNION](#) | [gas pipeline](#) | [organisation of transport](#) | [security of supply](#) | [trade](#) | [TRADE](#) | [trans-European network](#) | [TRANSPORT](#)

Summary The Energy Union Strategy sets out a holistic approach aiming to coordinate and integrate the energy policies of the EU and its Member States, going far beyond Donald Tusk's 2014 proposal which had focussed on the security of gas supplies. Implementation of the strategy will require several new pieces of EU legislation, to be adopted by European Parliament and Council under the ordinary legislative procedure. Experts and stakeholders have generally welcomed the strategy, but some see a conflict between decarbonisation of the energy system and the construction of pipelines and other infrastructure to diversify the EU's gas supply.

[Briefing](#) [EN](#)

[Energy Union \[What Think Tanks are thinking\]](#)

Publication type [At a Glance](#)

Date 05-03-2015

Author CESLUK-GRAJEWSKI Marcin

Policy area [Energy](#)

Keyword [bibliography](#) | [deepening of the European Union](#) | [documentation](#) | [economic geography](#) | [EDUCATION AND COMMUNICATIONS](#) | [ENERGY](#) | [energy grid](#) | [energy policy](#) | [energy supply](#) | [Europe](#) | [European construction](#) | [EUROPEAN UNION](#) | [gas pipeline](#) | [GEOGRAPHY](#) | [organisation of transport](#) | [political geography](#) | [Russia](#) | [security of supply](#) | [trade](#) | [TRADE](#) | [trans-European network](#) | [TRANSPORT](#)

Summary The European Commission launched a blueprint on 25 February for an Energy Union that would ensure the free flow of gas and electricity across the European Union, diversify energy supply and move the bloc towards a low carbon economy in what is hoped to be a major shake-up aimed to create growth, job and enhance security. Presenting its Energy Union Strategy, one of ten priority projects of President Jean-Claude Juncker, the Commission said it wanted to improve energy infrastructure to better share supplies and integrate renewables, end regulated pricing, increase the number of liquefied natural gas terminals and enforce existing law on competition. Energy efficiency in buildings and transport, as well as smart grids, should help keep energy demand from outpacing supplies. Research and innovation should make Europe a world leader in clean energy technologies. EU heads of state and government are due to discuss the energy union at their meeting on 19-20 March. This note offers links to a selection of recent commentaries, studies and reports, authored by some of the major international think tanks and research institutes, which discuss the prospects for, and ways to create, a single energy market within the European Union.

[At a Glance](#) [EN](#)

[Improving the Concept of 'Motorways of the Sea'](#)

Publication type [Study](#)

Date 15-12-2014

External author Karel Vanroye, Bas van Bree and Frank de Bruin (Buck Consultants International)

Policy area [Evaluation of Law and Policy in Practice](#) | [Transport](#)

Keyword [BUSINESS AND COMPETITION](#) | [carriage of goods](#) | [combined transport](#) | [common transport policy](#) | [competition](#) | [EU finance](#) | [EU financing](#) | [EU programme](#) | [European construction](#) | [EUROPEAN UNION](#) | [harbour installation](#) | [management](#) | [maritime and inland waterway transport](#) | [maritime shipping](#) | [organisation of transport](#) | [project evaluation](#) | [restriction on competition](#) | [shipping policy](#) | [sustainable mobility](#) | [trans-European network](#) | [TRANSPORT](#) | [transport market](#) | [transport network](#) | [transport policy](#)

Summary This study provides an overview of the Motorways of the Sea programme since its inception. On the basis of the research carried out, three principal barriers have been identified. These barriers are as follows: 1) stakeholders are not sufficiently aware of the programme; 2) there is a lack of continuity once the project funding has stopped; 3) cooperation between stakeholders is not always optimal. These three factors combined with other barriers mean that the impact of the programme has been lower than one might expect. To this end, recommendations and possible scenarios for improving the concept of Motorways of the Sea have been formulated.

[Study](#) [EN](#)

[Executive summary](#) [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [HR](#), [MT](#), [PL](#), [SK](#), [SL](#)

[Update on Investments in Large TEN-T Projects](#)

Publication type Study

Date 10-12-2014

External author Wolfgang Schade and Lucia Mejia-Dorantes (Fraunhofer, Institut für System- und Innovationsforschung, Germany) ; Werner Rothengatter (Karlsruhe Institute of Technology, Germany) ; Olaf Meyer-Rühle and Stephan Kritzing (ProgTrans, Switzerland)

Policy area Evaluation of Law and Policy in Practice | Transport

Keyword accounting | BUSINESS AND COMPETITION | case study | common transport policy | cost-benefit analysis | documentation | EDUCATION AND COMMUNICATIONS | ENVIRONMENT | environmental impact | environmental policy | EU finance | EU financing arrangements | EU institutions and European civil service | European construction | EUROPEAN UNION | management | organisation of transport | project management | trans-European network | transparency in decision-making | TRANSPORT | transport infrastructure | transport network | transport policy

Summary This study updates the TEN-T investment study completed in early 2013 and adds five new case studies to the analysis, three of which deal with mega projects that are still in the planning or early implementation phase: Lyon-Turin, Iron-Rhine and S21/Stuttgart-Ulm. Findings confirm that not all stakeholders have learned past lessons on successfully developing projects. There is a particular need for early and transparent public participation and a clear project definition prior to the project decision. New findings suggest that measuring wider economic benefits and European added value are necessary to justify the socio-economic benefits of multibillion euro cross-border projects.

Study [EN](#)

Executive summary [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [HR](#), [MT](#), [PL](#), [SK](#), [SL](#)

Annex 1 [EN](#)

[European Council Conclusions: A Rolling Check-List of Commitments to Date - November 2014 update](#)

Publication type Study

Date 09-12-2014

Author DE FINANCE Stanislas | MOERMAN Josephine | TENHUNEN Susanna

Policy area Adoption of Legislation by EP and Council | Area of Freedom, Security and Justice | Economics and Monetary Issues | Employment | Energy | Environment | Financial and Banking Issues | Foreign Affairs | Internal Market and Customs Union | International Trade | Security and Defence | Social Policy

Keyword area of freedom, security and justice | citizens' Europe | climate change policy | common commercial policy | common foreign and security policy | Economic and Monetary Union | employment | EMPLOYMENT AND WORKING CONDITIONS | ENERGY | energy policy | energy policy | ENVIRONMENT | environmental policy | EU employment policy | EU institutions and European civil service | EU migration policy | EU research policy | European construction | European Council | EUROPEAN UNION | FINANCE | financial legislation | free movement of capital | interinstitutional relations (EU) | migration | monetary economics | PRODUCTION, TECHNOLOGY AND RESEARCH | research and intellectual property | single market | SOCIAL QUESTIONS | TRADE | trade policy | trans-European network

Summary The EPRS publication "European Council Conclusions: Rolling Check-List of Commitment to Date" monitors the degree of progress in achieving the goals and guidelines set by the European Council in its conclusions. This second edition was updated and reviewed to give an overview of the conclusions and commitments from 2010 onwards. It is a compendium designed to assist the European Parliament in exercising its oversight role. It will be updated four times per year.

Since June 2014, the European Council Oversight Unit within the European Parliamentary Research Service (EPRS) has been monitoring and analysing the delivery of the European Council in respect of the commitments made in the conclusions of its meetings, as well as its various responsibilities either in law or on the basis of intergovernmental agreements.

European Council meetings bring together the Heads of State or Government of the EU Member States and are chaired by the permanent European Council President. Since 1 December, this is Donald Tusk. The Commission President is a non-voting member of the European Council and the High Representative also takes part in its work. The European Council's role, to "provide the Union with the necessary impetus for its development" and to define its "general political directions and priorities", has developed rapidly over the past five years, since the Lisbon Treaty. Hence the need for more detailed scrutiny and oversight of this European Union institution.

Study [EN](#)

[Motorways of the Sea: the road is open](#)

Publication type At a Glance

Date 11-11-2014

Author PAPE Marketa

Policy area Transport

Keyword combined transport | common transport policy | deterioration of the environment | economic policy | ECONOMICS | ENERGY | energy policy | ENVIRONMENT | EU finance | EU financing | European construction | EUROPEAN UNION | maritime and inland waterway transport | maritime transport | organisation of transport | pollution from ships | State aid | substitute fuel | sustainable mobility | trans-European network | TRANSPORT | transport infrastructure | transport network | transport policy | transport safety

Summary The difficult challenge facing the European freight transport sector is how to reduce road congestion and the negative environmental impacts of transport without limiting mobility and, consequently, economic growth. One proposed policy measure is to develop Motorways of the Sea, as an alternative to long distance freight transport by road. However, turning the idea into reality is no easy thing.

At a Glance [EN](#)

Single Market Act: State of Play (Update: 16 October 2014)

Publication type In-Depth Analysis

Date 05-11-2014

Author PIAGUET Carine

Policy area Adoption of Legislation by EP and Council | Consumer Protection | Contract Law, Commercial Law and Company Law | Economics and Monetary Issues | Energy | Financial and Banking Issues | Intellectual Property Law | Internal Market and Customs Union | Social Policy | Transport | Transposition and Implementation of Law

Keyword BUSINESS AND COMPETITION | business organisation | common transport policy | consumer protection | consumption | corporate finance | corporate social responsibility | drafting of EU law | economic and social cohesion | electronic commerce | employment | EMPLOYMENT AND WORKING CONDITIONS | European construction | EUROPEAN UNION | European Union law | FINANCE | financing and investment | free movement of workers | freedom to provide services | intellectual property | marketing | PRODUCTION, TECHNOLOGY AND RESEARCH | public contract | research and intellectual property | single market | TRADE | trade policy | trans-European network | TRANSPORT | transport policy

Summary This paper presents the progress made by the EU institutions on the implementation of the set of actions known as the Single Market Act I and the Single Market Act II and published by the European Commission in April 2011 and October 2012. It was prepared by Policy Department A for the information of the European Parliament's Committee on Internal Market and Consumer Protection.

In-Depth Analysis [EN](#)

Commitments Made at the Hearing of Violeta Bulc - Commissioner-Designate

Publication type Briefing

Date 31-10-2014

Author SOAVE Piero

Policy area Forward Planning | Transport

Keyword appointment of members | common transport policy | consumer protection | consumption | economic geography | EMPLOYMENT AND WORKING CONDITIONS | EU institutions and European civil service | Europe | European Commissioner | European construction | EUROPEAN UNION | GEOGRAPHY | intelligent transport system | interinstitutional cooperation (EU) | labour market | new technology | organisation of transport | organisation of work and working conditions | parliamentary proceedings | political geography | POLITICS | PRODUCTION, TECHNOLOGY AND RESEARCH | professional qualifications | public hearing | single market | Slovenia | sustainable mobility | technology and technical regulations | TRADE | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport safety | working conditions

Summary In her answers to the questionnaire and during the hearing on 20 October 2014 before the Committee on Transport and Tourism, the commissioner-designate Violeta Bulc made a number of commitments. Commitments relevant to the Committee on Transport and Tourism are highlighted in this document.

Briefing [EN](#)

Liberalisation of EU port services: state of play

Publication type Briefing

Date 30-10-2014

Author KATSAROVA Ivana

Policy area Transport

Keyword combined transport | common ports policy | common transport policy | consumption | drafting of EU law | employment | EMPLOYMENT AND WORKING CONDITIONS | EU finance | EU financing | European construction | EUROPEAN UNION | European Union law | freedom to provide services | harbour installation | labour law and labour relations | liberalisation of the market | maritime and inland waterway transport | market access | organisation of transport | port administration | service concession | services of general interest | single market | social dialogue | TRADE | trade policy | trans-European network | TRANSPORT | transport policy | transport staff

Summary Serving as access points to the continent, Europe's approximately 1 200 seaports are crucial to both the European transport sector and the competitiveness of the European Union (EU). They also have significant potential for creating jobs and attracting investors. There are huge disparities in performance levels between the various EU ports, however, and this has resulted in traffic diversions, longer journeys by sea and by land, and, consequently, higher CO2 emissions. The European Commission plans to resolve this situation through its latest proposal to liberalise port services in the EU's 319 main seaports.

Briefing [EN](#), [FR](#)

Cost of Non-Europe in the Single Market for transport and tourism: road transport and railways (Annex I)

Publication type Study

Date 28-10-2014

External author This study has been written by Francesco Dionori, Roberta Frisoni, Simon Ellis, Lydia Rooney, Davide Ranghetti, Federico Spano and Elisa Tejedor of Steer Davies Gleave at the request of the European Added Value Unit, of the Directorate for Impact Assessment and European Added Value, within the Directorate-General for European Parliamentary Research Services of the European Parliament.

Policy area European Added Value | Transport

Keyword accounting | BUSINESS AND COMPETITION | carriage of goods | carriage of passengers | charges for use of infrastructure | common transport policy | cost analysis | economic analysis | ECONOMICS | EU institutions and European civil service | EU statistics | European construction | EUROPEAN UNION | European Union Agency for Railways | harmonisation of standards | intra-EU transport | land transport | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | rail transport | road transport | single market | sustainable mobility | technology and technical regulations | trans-European network | TRANSPORT | transport market | transport policy | transport safety | transport statistics

Summary Cost of Non-Europe Reports identify the possibilities for economic or other gains and/or the realisation of a 'public good' through common action at EU level in specific policy areas and sectors.

This Cost of Non-Europe Report seeks to analyse the costs for citizens, businesses and relevant stake-holders of remaining gaps and barriers in the Single Market in transports, as well as to examine the benefits from further action in the tourism sector. This particular study - the first in a series - focuses on the potential benefits of completing the single market in the rail and road sectors. First, it highlights what the progress has been to date in terms of legislative actions. Secondly it seeks to evaluate in a qualitative and (where possible) quantitative manner the impact of filling the remaining gaps in legislation. The study focuses, in particular, on those areas where liberalisation has started but has not been completed, and those where markets are not functioning effectively – that is, where legislation is not currently being envisaged, but where it is likely that intervention will be needed in future.

Study EN

Cost of Non-Europe in the Single Market for transport and tourism: air and maritime transport (Annex II)

Publication type Study

Date 28-10-2014

External author This study has been written by Andreu Ulied, Oriol Biosca and Efraín Larrea (MCRIT) with relevant contributions from Julia Rzepecka (VVA) and Stephanie Kirchmayr-Novak (OIR), coordination and review by Giovanni Familiari (T33), at the request of the European Added Value Unit, within the Directorate-General for Parliamentary Research Services of the European Parliament.

Policy area European Added Value | Transport

Keyword accounting | air and space transport | air law | air safety | air traffic control | air transport | BUSINESS AND COMPETITION | carriage of goods | carriage of passengers | common ports policy | common transport policy | cost analysis | ENVIRONMENT | environmental policy | European construction | EUROPEAN UNION | inland waterway transport | intercontinental transport | international law | LAW | maritime and inland waterway transport | maritime safety | maritime transport | organisation of transport | reduction of gas emissions | single market | trans-European network | TRANSPORT | transport market | transport policy

Summary Cost of Non-Europe Reports identify the possibilities for economic or other gains and/or the realisation of a 'public good' through common action at EU level in specific policy areas and sectors. This Cost of Non-Europe Report seeks to analyse the costs for citizens, businesses and relevant stake-holders of remaining gaps and barriers in the Single Market in transports, as well as to examine the benefits from further action in the tourism sector. This particular study - the second in a series - reviews European air and water transport policy and regulation, and identifies areas, where further legislative action is necessary to complete the Single Market in these sectors. In addition, the paper looks at the impact of the completion of the Single market in relation to intercontinental transport. Based on that, it quantifies the "Cost of non-Europe" by giving an estimate of the net benefits that rebalancing European intercontinental gateways, which would stem from the completion of the Single Market in these air and maritime transport areas, would produce for the whole European economy.

Study EN

Violeta Bulc - Transport - Hearings of European Commissioners-designate

Publication type Briefing

Date 16-10-2014

Author DEBYSER Ariane

Policy area Transport

Keyword appointment of members | common transport policy | economic geography | EP Committee | EU institutions and European civil service | Europe | European Commissioner | European construction | EUROPEAN UNION | GEOGRAPHY | parliamentary proceedings | political geography | POLITICS | public hearing | Slovenia | sustainable mobility | trans-European network | TRANSPORT | transport policy

Summary The Commissioner-designate for Transport is Violeta Bulc (Slovenia). Her hearing will take place before the Committee on Transport and Tourism on Monday 20 October 2014 at 19.00.

Briefing DE, EN, FR

[Maroš Šefčovič - Transport and Space - Hearings of European Commissioners-designate](#)

Publication type Briefing

Date 24-09-2014

Author DEBYSER Ariane

Policy area Transport

Keyword appointment of members | common transport policy | economic geography | EP Committee | EU institutions and European civil service | Europe | European Commissioner | European construction | EUROPEAN UNION | GEOGRAPHY | parliamentary proceedings | political geography | POLITICS | PRODUCTION, TECHNOLOGY AND RESEARCH | public hearing | research and intellectual property | Slovakia | space policy | trans-European network | TRANSPORT | transport policy

Summary The Commissioner-designate for Transport and Space is Maroš Šefčovič (Slovakia). His hearing will take place before the Committee on Transport and Tourism on Thursday 30 September 2014 (18.00-21.00).

Briefing [DE](#), [EN](#), [FR](#)

[The Cost of Non-Europe in the Single Market. Part II - Single Market for Services](#)

Publication type Study

Date 24-09-2014

Policy area Economics and Monetary Issues | Employment | European Added Value | Financial and Banking Issues | Internal Market and Customs Union | Social Policy | Transport

Keyword accounting | BUSINESS AND COMPETITION | Community acquis | cost-benefit analysis | economic analysis | ECONOMICS | electrical and nuclear industries | electrical industry | electronic commerce | employment | EMPLOYMENT AND WORKING CONDITIONS | ENERGY | European construction | EUROPEAN UNION | European Union law | FINANCE | financial institutions and credit | financial services | freedom to provide services | gaming | gas industry | impact study | INDUSTRY | market access | marketing | miscellaneous industries | oil industry | service industry | services contract | social affairs | SOCIAL QUESTIONS | TRADE | trade policy | trans-European network | TRANSPORT | transport market | transport policy

Summary Cost of Non-Europe Reports identify the possibilities for economic or other gains and/or the realisation of a 'public good' through common action at EU level in specific policy areas and sectors. This Cost of Non-Europe Report seeks to analyse the costs for citizens, businesses and relevant stake-holders of remaining gaps and barriers in the European Single Market, building on and updating the 1988 Cecchini Report, which quantified its potential benefits. This particular study - the second in a series - attempts to take stock of the remaining gaps or deficits in intra-EU market access obligations in services, and the related deficits in the proper functioning of the internal market for services. It also tries to identify the quantitative and qualitative economic gains of overcoming the costs of non-Europe of the remaining fragmentation, insofar as the EU can address such deficits.

Study [EN](#)

[European Council Conclusions: Rolling Check-List of Commitments To Date](#)

Publication type Study

Date 26-06-2014

Author NOGAJ Monika

Policy area Area of Freedom, Security and Justice | Economics and Monetary Issues | Energy | Environment | Financial and Banking Issues | Foreign Affairs | Internal Market and Customs Union

Keyword area of freedom, security and justice | citizens' Europe | climate change policy | common commercial policy | common foreign and security policy | Economic and Monetary Union | employment | EMPLOYMENT AND WORKING CONDITIONS | ENERGY | energy policy | energy policy | ENVIRONMENT | environmental policy | EU employment policy | EU institutions and European civil service | EU migration policy | EU research policy | European construction | European Council | EUROPEAN UNION | FINANCE | financial legislation | free movement of capital | interinstitutional relations (EU) | migration | monetary economics | PRODUCTION, TECHNOLOGY AND RESEARCH | research and intellectual property | single market | SOCIAL QUESTIONS | TRADE | trade policy | trans-European network

Summary The European Council's role - to 'provide the Union with the necessary impetus for its development' and to define its 'general political directions and priorities' - has developed rapidly over the past five years. Since June 2014, the European Council Oversight Unit within the European Parliamentary Research Service (EPRS), the EP's in-house research service and think tank, has been monitoring and analysing the delivery of the European Council on the various commitments made in the conclusions of its meetings. This overview, presented in the form of a Rolling Check-List of Commitments to Date, is designed to review the degree of progress in realising the goals which the European Council set itself and to assist the Parliament in exercising its important oversight role in this area over the months and years ahead.

Study [EN](#)

[Single Market Act - State of Play \(Update: 10 June 2014\)](#)

Publication type In-Depth Analysis

Date 16-06-2014

Author PIAGUET Carine

Policy area Area of Freedom, Security and Justice | Financial and Banking Issues | Industry | Intellectual Property Law | Internal Market and Customs Union | Transport

Keyword BUSINESS AND COMPETITION | business organisation | common transport policy | consumer protection | consumption | corporate finance | corporate social responsibility | drafting of EU law | electronic commerce | employment | EMPLOYMENT AND WORKING CONDITIONS | European construction | EUROPEAN UNION | European Union law | FINANCE | financing and investment | free movement of workers | freedom to provide services | intellectual property | marketing | PRODUCTION, TECHNOLOGY AND RESEARCH | public contract | research and intellectual property | single market | TRADE | trade policy | trans-European network | TRANSPORT | transport policy

Summary The present In-depth Analysis assesses the progress made by the EU institutions on the implementation of the set of actions presented by the European Commission in April 2011 and October 2012 and known as the Single Market Act I and the Single Market Act II. It was prepared by Policy Department A for the information of the European Parliament's Committee on Internal Market and Consumer Protection.

[In-Depth Analysis](#) [EN](#)

[Inland waterways in the EU](#)

Publication type Briefing

Date 28-01-2014

Author DEBYSER Ariane

Policy area Transport

Keyword carriage of goods | combined transport | common transport policy | EU programme | European construction | EUROPEAN UNION | inland waterway fleet | maritime and inland waterway transport | network of navigable waterways | organisation of transport | single market | sustainable mobility | trans-European network | TRANSPORT | transport infrastructure | transport policy | waterway transport

Summary The EU has one of the longest networks of inland waterways in the world, which play a significant role in the transport of freight between major seaports and hinterland areas. The sector nonetheless faces many specific structural difficulties (infrastructure insufficiently interconnected and integrated with other transport modes, overcapacity, skills shortages, etc.) which prevent it from tapping its full potential, i.e. increasing its modal share. Further EU-level initiatives to boost this transport mode in the framework of the NAIADES action programme are now under consideration.

[Briefing](#) [EN](#)

[Future of the Trans-European transport network](#)

Publication type At a Glance

Date 14-11-2013

Author DEBYSER Ariane

Policy area Transport

Keyword combined transport | common transport policy | communications | cross-border transport | EDUCATION AND COMMUNICATIONS | ENERGY | energy grid | energy policy | EU finance | EU financing | European construction | EUROPEAN UNION | organisation of transport | sustainable mobility | trans-European network | transmission network | TRANSPORT | transport infrastructure | transport network | transport policy

Summary The priorities and objectives for the development of the Trans-European transport network (TEN-T) are set out in the TEN-T guidelines. Parliament is currently examining a Commission proposal to overhaul the existing guidelines.

[At a Glance](#) [EN](#)

[Port Services: Initial Appraisal of the Commission's Impact Assessment](#)

Publication type Briefing

Date 08-11-2013

Author MANIAKI-GRIVA Alexia

Policy area Ex-ante Impact Assessment | Transport

Keyword BUSINESS AND COMPETITION | common ports policy | competition | control of restrictive practices | control of State aid | European construction | EUROPEAN UNION | maritime and inland waterway transport | maritime shipping | market access | port administration | port traffic | single market | TRADE | trade policy | trans-European network | TRANSPORT

Summary This note seeks to provide an initial analysis of the strengths and weaknesses of the European Commission's Impact Assessment accompanying its proposal for a Regulation of the European Parliament and of the Council establishing a framework on the market access to port services and the financial transparency of ports (COM (2013) 296), submitted on 23 May 2013. It analyses whether the principal criteria laid down in the Commission's own Impact Assessment Guidelines, as well as additional factors identified by the Parliament in its Impact Assessment Handbook, appear to be met by the IA. It does not attempt to deal with the substance of the proposal.

[Briefing](#) [DE](#), [EN](#), [FR](#)

TEN-T Large Projects - Investments and Costs

Publication type Study

Date 15-01-2013

External author Wolfgang Schade and Florian Senger (Fraunhofer-Institut für System- und Innovationsforschung, Germany) ; Werner Rothengatter (Karlsruhe Institute of Technology, Germany) ; Olaf Meyer-Rühle and Ian Sean Brouwer (ProgTrans, Switzerland)

Policy area Environment | Transport

Keyword accounting | action programme | BUSINESS AND COMPETITION | cost-benefit analysis | ENVIRONMENT | environmental impact | environmental policy | EU finance | EU financing arrangements | EU institutions and European civil service | European construction | EUROPEAN UNION | executive agency | management | management planning | organisation of transport | trans-European network | transparency in decision-making | TRANSPORT | transport infrastructure | transport network | transport policy

Summary The literature reports on substantial planning and procurement failures of large transport infrastructure projects. This study should elaborate if and how TEN-T co-funded projects are affected by such operational problems and should provide recommendations on how these could be avoided for the next TEN-T programming period. Based on a literature review and ten case studies, this study elaborates recommendations for improving strategic planning, the choice and definition of projects as well as a sound assessment for transport and socio-economic impacts. The role of transparent information regarding ex-ante planning and ex-post success is studied to support EU co-funding decisions and the monitoring of project implementation.¹

Study [DE](#), [EN](#), [FR](#)

Workshop Proceedings on the "EU-Eastern European Partners Cooperation in Energy Security : Achievements, Barriers and Prospects"

Publication type In-Depth Analysis

Date 26-10-2012

External author Laure DELCOUR (IRIS, France)

Policy area Energy | Transport

Keyword Central and Eastern Europe | ENERGY | energy efficiency | energy grid | energy policy | energy supply | energy transport | Europe | European construction | EUROPEAN UNION | GEOGRAPHY | organisation of transport | pipeline transport | security of supply | trade | TRADE | trans-European network | TRANSPORT

Summary The workshop 'EU-Eastern European Partners cooperation in energy security: achievements, barriers and prospects', organised under the patronage of the EURONEST Assembly's Committee on Energy Security and the AFET Committee, took place on 19 September 2012 in the European Parliament. The workshop aimed at facilitating exchanges of views on policies and initiatives for energy cooperation within the Eastern Partnership. Four sets of issues were discussed: the current landscape of the EU-Eastern partners' energy cooperation and the potential for development; the integration and interconnection of energy markets; the development of infrastructures and the diversification of routes; and the prospects of energy cooperation under the Eastern Partnership. Energy is an area of strategic importance in the context of the Eastern Partnership (EaP). Energy cooperation between the EU and its Eastern partners has inter alia developed under Platform 3 of the EaP's multilateral track. Although energy situations, needs and policies are diverse, including amongst the six Eastern partners, there is substantial complementarity between the EU and its partners and therefore scope for enhanced cooperation. In particular, energy security is a key challenge both to the Union and partner countries. As underlined in the discussion, the response to this challenge is multifaceted. Participants stressed that the EU and Eastern partners share the objective of ensuring a sustainable, secure and affordable energy. Building up a pan-European, well-regulated and transparent energy market is critical in light of this objective. The EU has engaged in developing a well-functioning internal energy market. At the same time, energy challenges call for both increased cooperation with, and a coherent approach vis-à-vis Eastern partners. As emphasised by participants, domestic and external energy policies are therefore tightly interconnected. The Energy Community Treaty is the core reference to int

In-Depth Analysis [EN](#)

Twenty years on: Deepening the Single Market

Publication type At a Glance

Date 18-10-2012

Author SZCZEPANSKI Marcin

Policy area Economics and Monetary Issues | Internal Market and Customs Union

Keyword customs territory (EU) | employment | EMPLOYMENT AND WORKING CONDITIONS | European construction | EUROPEAN UNION | FINANCE | free movement of capital | free movement of capital | free movement of goods | free movement of workers | international trade | single market | tariff policy | TRADE | trans-European network

Summary Twenty years after its launch, the European Single Market (SM) continues to develop. However, the European Commission's (EC) recent attempts to deepen the SM have encountered delays in adoption and appear to need stronger pressure on Member States to implement. The European Council has called for prioritisation of measures most beneficial to growth and jobs.

At a Glance [EN](#)

[Europe 2020 Project Bonds initiative](#)

Publication type [At a Glance](#)

Date 29-06-2012

Author ZIBOLD Franziska

Policy area [Budget](#) | [Economics and Monetary Issues](#) | [Transport](#)

Keyword [co-financing](#) | [EIB loan](#) | [EU finance](#) | [European construction](#) | [EUROPEAN UNION](#) | [FINANCE](#) | [financing and investment](#) | [investment promotion](#) | [project of common interest](#) | [trans-European network](#)

Summary Large, long-term infrastructure projects face financing difficulties, particularly in the current crisis. In response, the EU plans to back privately issued Project Bonds with guarantees and loans, to stimulate private investment in transport, energy and information technology networks.

[At a Glance](#) [EN](#)

[Financing Instruments for the EU's Transport Infrastructure](#)

Publication type [Study](#)

Date 15-06-2012

External author Huib van Essen and Linda Brinke (CE Delft) ,
Robert Bain and Nigel Smith (ITS Leeds) ,
Ian Skinner (TEPR)

Policy area [Financial and Banking Issues](#) | [Transport](#)

Keyword [common transport policy](#) | [EU finance](#) | [EU financing arrangements](#) | [EU institutions and European civil service](#) | [European construction](#) | [European Investment Bank](#) | [EUROPEAN UNION](#) | [executive power and public service](#) | [FINANCE](#) | [financing](#) | [financing and investment](#) | [fund \(EU\)](#) | [organisation of transport](#) | [POLITICS](#) | [public-private partnership](#) | [sustainable mobility](#) | [trans-European network](#) | [TRANSPORT](#) | [transport infrastructure](#) | [transport network](#) | [transport policy](#)

Summary This study provides an overview of the most important current and future financing instruments and sources for the EU's transport infrastructure, in particular for the TEN-T. Furthermore, it includes a more analytical discussion of these instruments against the background of changes in the underlying policy framework.

[Study](#) [EN](#)

[Executive summary](#) [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [MT](#), [PL](#), [SK](#), [SL](#)

[Proceedings of the Workshop on "Building a European Energy Infrastructure – Selecting and Implementing Projects of Common Interest"](#)

Publication type [Study](#)

Date 16-04-2012

External author Isabelle Buscke (HINICIO) and Matthias Altmann (LBST)

Policy area [Energy](#) | [Transport](#)

Keyword [BUSINESS AND COMPETITION](#) | [ENERGY](#) | [energy grid](#) | [energy policy](#) | [energy supply](#) | [energy transport](#) | [European construction](#) | [EUROPEAN UNION](#) | [management](#) | [project evaluation](#) | [project management](#) | [project of common interest](#) | [security of supply](#) | [trade](#) | [TRADE](#) | [trans-European network](#)

Summary The workshop assessed the provisions of the proposed Regulation on guidelines for trans-European energy infrastructure, its strengths, weaknesses and potential remaining barriers to the implementation of projects of common interest. It also looked at past experiences and the option to publicly fund commercial projects.

[Study](#) [EN](#)

[Executive summary](#) [DE](#), [FR](#)

[EU macro-regional strategies: state of play](#)

Publication type [Briefing](#)

Date 28-02-2012

Author KATSAROVA Ivana

Policy area [Regional Development](#)

Keyword [AGRICULTURE, FORESTRY AND FISHERIES](#) | [Baltic States](#) | [Central Transdanubia](#) | [ECONOMICS](#) | [ENERGY](#) | [energy grid](#) | [energy policy](#) | [ENVIRONMENT](#) | [environmental policy](#) | [environmental protection](#) | [Europe](#) | [European construction](#) | [EUROPEAN UNION](#) | [fisheries](#) | [fishery management](#) | [GEOGRAPHY](#) | [regional integration](#) | [regions and regional policy](#) | [regions of EU Member States](#) | [Southern Transdanubia](#) | [trans-European network](#)

Summary The first EU macro-regional strategies are 'pioneer' experiments in fostering greater territorial cohesion. They do not address Cohesion Policy and its instruments alone, but aim to improve synergies with other EU policies – such as environmental policy, the integrated maritime policy and transport policy, to name just a few – in search of potential leverage effects.

[Briefing](#) [EN](#)

[European Renewable Energy Network](#)

Publication type [Study](#)

Date [16-01-2012](#)

External author Ludwig-Bölkow-Systemtechnik (LBST) : M. Altmann, P. Schmidt, and Jenny Winkler
HINICIO : A. Brenninkmeijer, J.-C. Lanoix and P. Trucco
Centre for European Policy Studies (CEPS) : C. Egenhofer, A. Behrens, J. Nuñez Ferrer, M. Alessi,
A. Georgiev and J. Teusch
Technical Research Centre of Finland (VTT) : S. Uski-Joutsenvou, H. Holttinen, J. Kiviluoma, S. Niskanen, L. Olmos
Camacho and J. Barquín Gil

Policy area [Energy](#) | [Environment](#) | [Research Policy](#)

Keyword [administrative formalities](#) | [clean technology](#) | [ENERGY](#) | [energy grid](#) | [energy policy](#) | [energy production](#) | [ENVIRONMENT](#) | [environmental policy](#) | [environmental protection](#) | [European construction](#) | [EUROPEAN UNION](#) | [executive power and public service](#) | [POLITICS](#) | [PRODUCTION, TECHNOLOGY AND RESEARCH](#) | [reduction of gas emissions](#) | [renewable energy](#) | [self-sufficiency in energy](#) | [soft energy](#) | [technology and technical regulations](#) | [trans-European network](#)

Summary The targeted increase of renewable energy sources in the European energy mix to 20% by 2020, and the goal of an 80-95% CO2 emissions reduction by 2050, will require changes to and extensions of the electricity grid. The integration of increasing shares of fluctuating renewable electricity, notably wind and solar power, into the grid is a long-term task that requires major investments, longterm planning at European level and endurance. It also requires a significant increase in the level of coordination of all relevant stakeholders in Europe. Important activities have started, but efforts need to be stepped up, and action accelerated.

[Study](#) [EN](#)

[Executive summary](#) [DE](#), [FR](#)

[EU transport in numbers](#)

Publication type [Briefing](#)

Date [13-12-2011](#)

Author [SABBATI Giulio](#)

Policy area [Transport](#)

Keyword [air quality](#) | [biofuel](#) | [carriage of goods](#) | [carriage of passengers](#) | [deterioration of the environment](#) | [economic analysis](#) | [ECONOMICS](#) | [ENERGY](#) | [energy policy](#) | [ENVIRONMENT](#) | [EU statistics](#) | [European construction](#) | [EUROPEAN UNION](#) | [greenhouse gas](#) | [motor vehicle pollution](#) | [organisation of transport](#) | [trans-European network](#) | [TRANSPORT](#) | [transport accident](#) | [transport network](#) | [transport policy](#) | [transport statistics](#)

Summary The definition of the transport sector varies between different statistical sources. According to one definition (NACE) the transport industry directly employs more than 10 million people - accounting for 4.5% of total employment (source: DG MOVE). It also accounts for 4.6% of the Union's GDP.
Data on transport covers the following six modes: road, rail, pipeline, inland waterway, sea and air.
According to the International Transport Forum, the industry's contribution to GDP is around 8%.
Congestion costs Europe about 1% of GDP every year. For example in London 20% of workers spend more than 2 hours per day commuting.
At EU level, in 2009, greenhouse gas emissions from transport accounted for 20% of total emissions (Eurostat data).

[Briefing](#) [EN](#)

[Typology and Structure of Regulatory Bodies in the EU Railway Sector](#)

Publication type [Study](#)

Date [16-05-2011](#)

External author [Francesco Dionori](#) (Steer Davies Gleave), [Simon Ellis](#) (Steer Davies Gleave) and [Pietro Crovato](#) (Steer Davies Gleave)

Policy area [Transport](#)

Keyword [BUSINESS AND COMPETITION](#) | [business organisation](#) | [common transport policy](#) | [competitiveness](#) | [European construction](#) | [EUROPEAN UNION](#) | [land transport](#) | [political framework](#) | [POLITICS](#) | [rail transport](#) | [supervisory body](#) | [trans-European network](#) | [TRANSPORT](#) | [transport economics](#) | [transport market](#) | [transport policy](#) | [transport safety](#)

Summary This note provides a briefing on rail sector Regulatory Bodies set up by Member States in compliance with Directive 2001/14/EC. The note then discusses different models of regulation in force in the various Member States and the effect of regulation on the European railways market.

[Study](#) [DE](#), [EN](#), [ES](#), [FR](#), [IT](#)

[Executive summary](#) [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [MT](#), [PL](#), [SK](#), [SL](#)

[Trans-European transport networks](#)

Publication type [Briefing](#)

Date [16-12-2010](#)

Author [FREITAS Tiago](#)

Policy area [Transport](#)

Keyword [BUSINESS AND COMPETITION](#) | [common transport policy](#) | [EU finance](#) | [EU financing arrangements](#) | [European construction](#) | [EUROPEAN UNION](#) | [general budget \(EU\)](#) | [management](#) | [organisation of transport](#) | [project evaluation](#) | [project of common interest](#) | [single market](#) | [trans-European network](#) | [TRANSPORT](#) | [transport network](#) | [transport policy](#)

Summary The recent mid-term review of the Trans-European Transport Networks policy (TEN-T) has concluded that only half of the projects will be completed before the 2013 deadline.

[Briefing](#) [EN](#)

[EU transport](#)

Publication type Briefing

Date 16-12-2010

Author NEEDHAM Christopher

Policy area Transport

Keyword BUSINESS AND COMPETITION | carriage of goods | carriage of passengers | common transport policy | competition | competition | European construction | EUROPEAN UNION | intra-EU transport | liberalisation of the market | organisation of transport | TRADE | trade policy | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport safety

Summary The briefing details the main transport facts and figures and policy objectives as the EU seeks to have an open multi-modal transport market across the EU. The achievements in the last 10 years are also detailed in this important economic backbone sector for the EU.

Briefing [EN](#)

[EU Energy Markets in Gas and Electricity - State of Play of Implementation and Transposition](#)

Publication type Study

Date 14-05-2010

External author M. Altmann and Mr. P. Schmidt (Ludwig-Bölkow-Systemtechnik) ; A. Brenninkmeijer and O. van den Kerckhove (HINICIO) ; T. Koljonen, Ms. M. Ruska and G. Koreneff (VTT Technical Research Centre of Finland) ; C. Egenhofer, A. Behrens and A. Rönnholm (Centre for European Policy Studies) ; L. Olmos and J. Barquín

Policy area Energy | Internal Market and Customs Union | Transposition and Implementation of Law

Keyword ENERGY | energy grid | energy policy | energy storage | European construction | EUROPEAN UNION | FINANCE | liberalisation of the market | natural gas | oil industry | price fluctuation | price of energy | prices | TRADE | trade policy | trans-European network

Summary It is the aim of the European Union to make natural gas and electricity market opening fully effective and to create a single EU market. The present study assesses the opening and completion of the internal energy market through stocktaking of the current status and a critical assessment of the likely policy challenges ahead. The study undertakes a sectoral review of implementation and transposition of the 2nd energy package and discusses the 3rd energy package. It gives an assessment of the road ahead and recommends needed policy steps.

Study [EN](#)

[The Future of the EU's Transport Infrastructure](#)

Publication type Study

Date 15-01-2010

External author Mihaela Popa (Bucharest, Romania)

Policy area Environment | Transport

Keyword European construction | EUROPEAN UNION | organisation of transport | sustainable mobility | trans-European network | TRANSPORT | transport infrastructure | transport network | transport policy

Summary This note covers issues that were presented and discussed at a workshop on 'The Future of Transport' held in the European Parliament on 2 December 2009. The briefing note takes into consideration the role of transport infrastructure in EU policy consolidation in order to achieve the EU's overall sustainable development objectives: the EU's economic competitiveness, territorial cohesion, good governance and well-being of society. The vision of the EU's future transport infrastructure is based on four development scenarios. A set of features of transport infrastructure at the 2050 horizon and the risks inherent in the nature of major transport infrastructure projects are discussed.

Study [EN](#)

[An Assessment of the Gas and Oil Pipelines in Europe](#)

Publication type Study

Date 14-08-2009

External author Jens Bjørnmose, Ferran Roca, Tatsiana Turgot and Dinne Smederup Hansen (COWI)

Policy area Economics and Monetary Issues | Energy | Internal Market and Customs Union

Keyword cooperation policy | cross-border cooperation | ECONOMICS | ENERGY | energy grid | energy policy | energy supply | European construction | EUROPEAN UNION | fuel | gas pipeline | INTERNATIONAL RELATIONS | oil pipeline | organisation of transport | peripheral region | regions and regional policy | security of supply | trade | TRADE | trans-European network | TRANSPORT

Summary The EU-27 existing gas and oil pipeline infrastructures are quite complex and in need for improvement. This briefing note is an objective presentation of technical, economic and political issues related to oil and gas pipelines. Among others, the challenges related to security of supply, energy efficiency, transparency as regards Third Party Access to infrastructures are identified and discussed.

Study [EN](#)

[Practical Guide](#)

Publication type Study

Date 15-04-2009

Author DANKLEFSEN Nils | SOAVE Piero

Policy area Tourism | Transport

Keyword air and space transport | air transport | climate change | common transport policy | deterioration of the environment | economic conditions | economic recession | ECONOMICS | ENVIRONMENT | EP Committee | EU institutions and European civil service | European construction | EUROPEAN UNION | maritime and inland waterway transport | maritime transport | organisation of transport | social affairs | SOCIAL QUESTIONS | sustainable mobility | tourism policy | trans-European network | TRANSPORT | transport policy | urban transport

Summary This practical guide provides an overview of the legal background to the respective policy, of its achievements during the 6th term and of the challenges that still remain to be tackled. Additionally, it contains concise information about the activities of Policy Department B and of the services it can provide.

Study [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [MT](#), [PL](#), [SK](#), [SL](#)

[Nabucco and South Stream: An Economic and Market Analysis](#)

Publication type In-Depth Analysis

Date 07-04-2009

External author Alan RILEY (City Law School, City University, London, and Associate Research Fellow, Centre for European Policy Studies, Brussels)

Policy area Energy

Keyword accounting | Asia and Oceania | BUSINESS AND COMPETITION | cost-effectiveness analysis | economic geography | ENERGY | energy distribution | energy grid | energy policy | energy supply | Europe | European construction | EUROPEAN UNION | gas pipeline | GEOGRAPHY | management | organisation of transport | political geography | project evaluation | Russia | trans-European network | TRANSPORT | Türkiye

Summary The paper compares the difficulties that the South Stream and the Nabucco gas pipeline projects face. The paper argues that South Stream, despite significant media commentary to the contrary, is not actually a competitor to Nabucco in the sense that the former would merely switch existing demand from one set of pipes to another. The paper also analyses the impacts on consumer prices, possible delays of construction and financing difficulties, while the crucial aspect of gas supply from the Caspian region also gets special attention. The paper also looks at European commitment to Nabucco and also suggests a feasible alternative to ensuring access to Central Asian gas by building a Liquid Natural Gas (LNG) liquefaction plant located at the Turkish port of Ceyhan.

In-Depth Analysis [EN](#)

[Legal Implications of the Nord Stream Project](#)

Publication type In-Depth Analysis

Date 01-04-2008

External author Robert Lee, Tamara Egede, Lori Frater and Steven Vaughan
Centre for Business Relationships, Accountability, Sustainability
and Society (BRASS)
Cardiff University
Cardiff
CF10 3 AX
Wales
United Kingdom

Policy area Energy | Environment | EU Law: Legal System and Acts

Keyword Baltic Sea | Denmark | economic geography | ENVIRONMENT | environmental impact | environmental policy | Europe | European construction | EUROPEAN UNION | exclusive economic zone | Finland | GEOGRAPHY | Germany | international law | international waters | LAW | natural environment | organisation of the legal system | organisation of transport | pipeline transport | political geography | Sweden | territorial jurisdiction | territorial waters | trans-European network | TRANSPORT

In-Depth Analysis [EN](#)

[Update on the Costs of The Ten-T Priority Projects](#)

Publication type Study

Date 31-03-2008

External author Mrs Giorgia Aresu
Mr Paolo Guglielminetti
Mrs Carolina Furguele
PricewaterhouseCoopers Advisory Srl

Policy area Transport

Keyword BUSINESS AND COMPETITION | combined transport | common transport policy | European construction | EUROPEAN UNION | management | organisation of transport | project evaluation | project of common interest | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary The aim of the note is to provide an update on the costs for each of the 30 Priority Projects of the TEN-T. It contains an explanation of the methodology used to gather data included in the annexed file. An overview of TEN-T Priority Projects including key facts and recommendations destined for decision-makers is also provided.

Study [EN](#)

New Financial Instruments for European Transport Infrastructure and Services

Publication type Study

Date 08-10-2007

External author ECORYS Nederland BV :
Marcel van den Broek, Nienke Uil and Piet de Boer

Policy area Financial and Banking Issues | Transport

Keyword Cohesion Fund | EIB loan | EU finance | EU institutions and European civil service | European construction | European Investment Bank | European Regional Development Fund | EUROPEAN UNION | INTERNATIONAL ORGANISATIONS | trans-European network | TRANSPORT | transport infrastructure | transport policy | United Nations | World Bank

Summary The study examines various types of additional innovative financing instruments available which could complement the current EU grant financing of TEN-T. It aims to design a financial framework that meets the requirements for developing such a huge investment program. It identifies the key financial instruments that can be used for funding the investments and assesses their usefulness and relevance. The document is to include a short description and an assessment of the pros and cons as well as of the potential leverage of the different financial instruments which might act as catalysts for public and private investors.

Study [DE](#), [EN](#), [FR](#), [IT](#), [PL](#)

Interoperability of the Community Railway System II - Obstacles and Solutions in View of the Revision of the EC Rules Implications of their Possible Extension

Publication type In-Depth Analysis

Date 03-04-2007

External author Trt Trasporti e Territorio (Italy)

Policy area EU Law: Legal System and Acts | Transport

Keyword common transport policy | European construction | EUROPEAN UNION | land transport | PRODUCTION, TECHNOLOGY AND RESEARCH | rail network | rolling stock | technical standard | technology and technical regulations | traffic regulations | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport safety

Summary Existing obstacles and solutions in view of the revision of the EU regulatory framework. Implications on the possible extension of the interoperability railway system.

In-Depth Analysis [EN](#)

Interoperability of the Community Railway System I - Revision of the EC Rules, Better Regulation and Simplification, Implications to the EC Safety Rules and ERA

Publication type In-Depth Analysis

Date 03-04-2007

External author Trt Trasporti e Territorio (Italy)

Policy area EU Law: Legal System and Acts | Transport

Keyword EU institutions and European civil service | European construction | EUROPEAN UNION | European Union Agency for Railways | INDUSTRY | land transport | mechanical engineering | rail transport | railway industry | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport safety

Summary Revision of the EU regulatory framework under the objective of better regulation and simplification. Implications to the proposed directive on safety of the community's railways and regulation of the European Railway Agency.

In-Depth Analysis [EN](#)

The Impact of Trans-European Networks on Cohesion and Employment

Publication type Study

Date 15-06-2006

External author TRT Trasporti e Territorio Srl, Milan (Italy)

Policy area Economics and Monetary Issues | Employment | Regional Development | Transport

Keyword economic analysis | economic analysis | economic and social cohesion | economic conditions | economic development | ECONOMICS | employment | EMPLOYMENT AND WORKING CONDITIONS | EU regional policy | European construction | EUROPEAN UNION | FINANCE | financing and investment | investment | labour market | labour market | regions and regional policy | trans-European network | TRANSPORT | transport infrastructure | transport policy | unemployment

Summary This study highlights major aspects of trans-European networks (TENs), such as the interpretation of the relationships between the different conditions across regions, the type of investments, and the type and direction of expected impacts. It analyses the most relevant elements that should be considered to predict the impact of TEN investments on the regional economies. The results could thus be considered as a reference point for further in-depth analysis on a local scale. The final chapter contains clear recommendations destined for decision-makers regarding all major aspects of TEN-related projects.

Study [EN](#)

[Transport and Enlargement \(Czech Republic, Estonia, Hungary, Poland, Slovenia\)](#)

Publication type [Study](#)

Date 01-01-2000

Author PIODI Franco

Policy area EU Democracy, Institutional and Parliamentary Law | Transport

Keyword Community acquis | Czechia | economic geography | Estonia | Europe | European construction | EUROPEAN UNION | European Union law | GEOGRAPHY | Hungary | Poland | political geography | pre-accession strategy | Slovenia | trans-European network | TRANSPORT | transport policy | transport policy

Summary This working document examines the transport aspects of EU enlargement and the situation in each of the five applicant countries in the 'first wave' (Czech Republic, Estonia, Hungary, Poland and Slovenia). A special chapter is devoted to the extension of the trans-European networks to the countries of Central and Eastern Europe and the situation regarding infrastructure in the five applicant countries listed above.

[Study](#) [EN](#)

[Achievements in the Fields of Telecommunications and Information Society](#)

Publication type [Study](#)

Date 01-11-1999

External author Aleš Brabinek, Robert Schuman Scholar

Policy area Industry | Internal Market and Customs Union

Keyword BUSINESS AND COMPETITION | communications | competition | competition | consumer information | consumption | EDUCATION AND COMMUNICATIONS | European construction | EUROPEAN UNION | information and information processing | information society | liberalisation of the market | single market | telecommunications | telecommunications industry | TRADE | trade policy | trans-European network

Summary This working paper traces the main developments in the European Parliament concerning policy and regulation of the Communications sector. The analysis deals with reports discussed in the Committee on Economic and Monetary Affairs and Industrial Policy in the legislative period 1994-1999.

[Study](#) [EN](#)

[Executive summary](#) [XL](#)

[Logistics Systems in Combined Transport](#)

Publication type [Study](#)

Date 01-01-1998

External author Ineco, Madrid

Policy area EU Law: Legal System and Acts | Tourism | Transport

Keyword combined transport | EDUCATION AND COMMUNICATIONS | European construction | EUROPEAN UNION | exchange of information | information and information processing | intelligent transport system | organisation of transport | trans-European network | TRANSPORT | transport infrastructure | transport planning | transport policy

Summary Full survey of combined transport technologies, the organisation of the market, aspects of interoperability of combined goods and passenger transport and Community policies in this field.

[Study](#) [EN](#), [FR](#)

[Executive summary](#) [XL](#)

[The Information Society and the European Economic Area](#)

Publication type [In-Depth Analysis](#)

Date 01-06-1997

Author LENSEN Anton

Policy area Economics and Monetary Issues | Industry | Internal Market and Customs Union

Keyword communications | EDUCATION AND COMMUNICATIONS | EFTA | European construction | European Economic Area | European organisations | EUROPEAN UNION | information and information processing | information society | INTERNATIONAL ORGANISATIONS | liberalisation of the market | single market | telecommunications | TRADE | trade policy | trans-European network

Summary The EEA Treaty has an important impact on the Information Society policies of the EEA/EFTA States. International Telecommunication Union statistics show that the EEA/EFTA States dispose of a superior Information Society infrastructure than most of the EU Member States. The EEA States have taken all the legislative measures in telecommunications, television broadcasting and other Information Society domains which were included in the EEA Agreement. The paper also analyses other forms of participation of the EEA/EFTA countries in the EU Information Society programmes, via the R Framework Programme or the Trans-European Networks.

[In-Depth Analysis](#) [EN](#)

[The Financing of Trans-European Transport Networks](#)

Publication type Study

Date 01-05-1997

Author PIODI Franco

Policy area Financial and Banking Issues | Transport

Keyword common transport policy | communications | cooperation policy | cross-border cooperation | EDUCATION AND COMMUNICATIONS | ENERGY | energy policy | energy transport | EU finance | EU financing | European construction | EUROPEAN UNION | INTERNATIONAL RELATIONS | intra-EU transport | organisation of transport | trans-European network | transmission network | TRANSPORT | transport network | transport policy

Summary A study of Community policy on Trans-European networks in general and in particular from the financial point of view; analysis of financial sources also includes the presentation of the Member States' infrastructure policies in recent years and the methods by participation of private investors.

Study [DE](#), [EN](#), [ES](#), [FR](#), [IT](#)

[Status Report on European Union - Space Satellite Policies](#)

Publication type Study

Date 01-03-1997

Author LENSEN Anton

External author Laurens Harteveld, Robert Schuman Scholar

Policy area Economics and Monetary Issues | Industry | Research Policy

Keyword aerospace industry | air and space transport | communications | economic analysis | economic analysis | ECONOMICS | EDUCATION AND COMMUNICATIONS | European construction | EUROPEAN UNION | INDUSTRY | mechanical engineering | PRODUCTION, TECHNOLOGY AND RESEARCH | research and development | research and intellectual property | satellite | satellite communications | space policy | trans-European network | TRANSPORT

Summary This paper sets out to highlight the main actions and orientations concerning space and satellites. The intensive consultation coordination and cooperation between the EU and the satellite industry are advocated in order to identify and eliminate the existing obstacles to industrial competitiveness.

Study [EN](#)

[The Regional Impact of Community Policies - Executive Summary](#)

Publication type In-Depth Analysis

Date 01-04-1996

External author Roger Tym and Partners, London

Policy area Financial and Banking Issues | Regional Development

Keyword Cohesion Fund | economic and social cohesion | ECONOMICS | EU finance | European construction | EUROPEAN UNION | regional disparity | regional integration | regions and regional policy | Structural Funds | trans-European network

Summary This update of an existing study evaluates the effectiveness of the structural and cohesion funds, the social and economic impact of the European networks and coordination of regional policies at national, local and community level.

In-Depth Analysis [DA](#), [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [NL](#), [PT](#)

[European Sea Port Policy](#)

Publication type Study

Date 01-07-1993

External author Marconsult S.P.A. (Italy) & Ocean Shipping Consultants Ltd (UK)

Policy area Employment | Environment | Internal Market and Customs Union | Transport

Keyword BUSINESS AND COMPETITION | business organisation | competitiveness | container | European construction | EUROPEAN UNION | harbour installation | maritime and inland waterway transport | maritime safety | organisation of transport | port traffic | tanker | trans-European network | TRANSPORT | transport policy | vessel

Summary Examines the general framework and criteria for a possible European Seaport Policy, evolutionary scenarios, the institutional features of ports, the problem of competition, a ports policy within a global transport policy, and other pertinent issues. Sets out the main options and recommendations for an EU ports policy.

Study [EN](#)

[Transport - Setting Up an Infrastructure Fund - New Financial Perspective in the Wake of Maastricht Proposal for a CO2/Energy Tax](#)

Publication type In-Depth Analysis

Date 01-09-1992

Policy area Budget | Energy | Environment | Transport

Keyword Cohesion Fund | deterioration of the environment | ENERGY | energy consumption | energy policy | ENVIRONMENT | EU finance | European construction | EUROPEAN UNION | FINANCE | greenhouse gas | taxation | trans-European network | TRANSPORT | transport infrastructure | transport policy | vehicle tax

In-Depth Analysis [EN](#), [FR](#)

The Maastricht Treaty - General Considerations with Special Reference to Transport Policy

Publication type In-Depth Analysis

Date 01-03-1992

Author SANT'ANNA Joao

Policy area EU Democracy, Institutional and Parliamentary Law | Transport

Keyword codecision procedure | common transport policy | communications | EDUCATION AND COMMUNICATIONS | ENERGY | energy policy | energy transport | EU legal system | European construction | EUROPEAN UNION | European Union law | parliament | POLITICS | powers of parliament | telecommunications | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport safety | Treaty on European Union

In-Depth Analysis [EN](#)

Community Policy on Transport Infrastructures

Publication type In-Depth Analysis

Date 01-03-1991

Policy area Budget | Regional Development | Transport

Keyword common transport policy | distribution of EU funding | ECONOMICS | EU finance | EU financial instrument | European construction | EUROPEAN UNION | intra-EU transport | organisation of transport | regional development | regions and regional policy | traffic control | trans-European network | TRANSPORT | transport infrastructure | transport policy

In-Depth Analysis [DE](#), [EN](#), [FR](#), [PT](#)